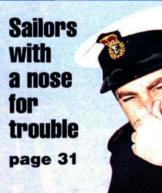


Navy News

JUNE 1996 60p







LAST OF THE OLD GUARD



HMS Repulse heads up the Clyde as she returns from the final Polaris patrol.

Picture: CPO(PHOT) Al Campbell.

HMS Repulse returned to the Clyde Naval Base on May 13 to end 28 years of deterrent patrols by Polaris-armed nuclear submarines.

Since July 1968, Repulse and her sister vessels Resolution, Revenge and Renown, completed 229 patrols, the task now being undertaken by the Trident-armed Vanguard class.

The First Sea Lord, Admiral Sir Jock Slater, said the final Polaris patrol ended a distinguished chapter of naval history in which the programme had faced and overcome many technical and operational challenges.

Admiral Slater joined Repulse as she made her final homeward run. He was accompanied on board by Rear Admiral Tony Whetstone who was the submarine's Commanding Officer on her first patrol in October, 1968.

Since then the boat has made 59 more patrols and, since her present commission began in 1987 has covered 158,000 miles.

Pipers

Two pipers on board played Auld Lang Syne and other Scottish tunes as Repulse came alongside Coulport for her missiles to be unloaded for the last time.

A lasting tribute to the crews and support staff of the Polaris submarines will be made on August 28 with the unveiling of a monument dedicated to them.

The event, at the Clyde Naval Base at Faslane, will include a memorial parade and service.

Former crew members, and others who have been involved in the programme and who wish to attend should send a SAE to the Polaris ceremony manager, RN Strategic Systems School, HMNB Clyde, Helensburgh, Dumbartonshire,

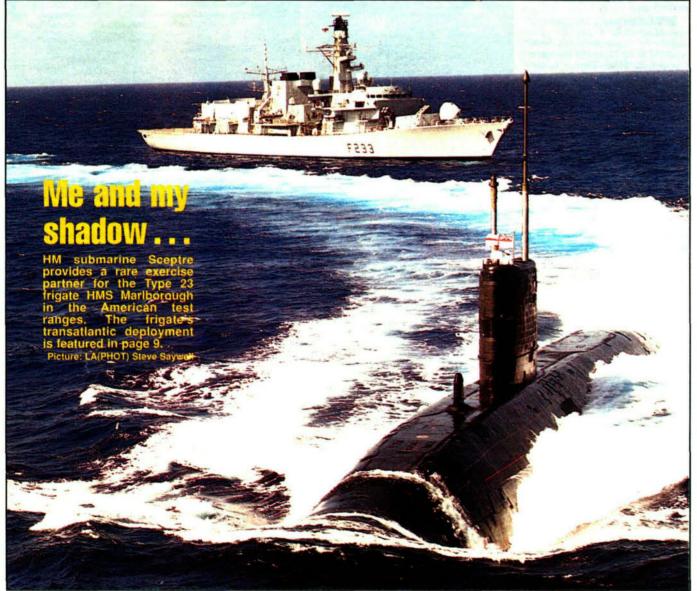


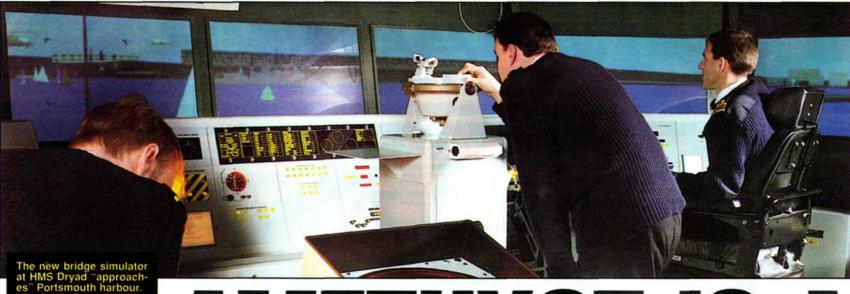
"BY THE END of the decade nine countries will have nuclear bombs, ten will have biological weapons more than 20 will have ballistic missiles and up to 30 will have chemical weapons.

"... weapons of mass destruction are proliferating, the material to make them is more available than ever before, the ability to launch them across continents is growing, and there are sufficient numbers of aggressive regimes with unstable leaders to make their ultimate use, in one way or another, an absolute certainty."

This chilling warning comes from Capt Richard Sharpe in his foreword to the 1996-97 edition of Jane's Fighting Ships, received as Navy News went to press.

Newsview - page 16.





Command change No.20 for **NATO** mine force

NATO's permanent minewarfare squadron, Standing Naval Force Channel, marked its 20th change of command at a ceremony in Portsmouth on

STANAVFORCHAN will for the next 12 months be headed by Cdr Colin Welborn RN, who succeeded Cdr Gilbert Legein of the

Belgian navy. Consisting of between five and ten mine countermeasures vessels from participating nations, STANAVFORCHAN is NATO's

longest serving permanent, multi-national warship squadron.

It was represented at the Portsmouth ceremony by HMS Bicester, Primula and Crocus (Belgium), Ensdorf (Germany), Gronsund (Denmark) and Maassluis (Netherlands).

LPTs save drowning windsurfer

FAST ACTION by three LPTs from HMS Sultan saved the life of a 61-year-old windsurfer who apparently suffered a heart attack in the sea off Gosport. The surfer, John Anderson, was

spotted by a passer-by lying face-down in the sea in Stokes Bay. Luckily the PT instructors – John Webb, Carl Pattinson and Dean Steer – were jogging along the shore at the time, and all three

were trained in first-aid.

John and Carl braved a strong current to swim out 50yds to the stricken man and pull him ashore.
He had been in the water for 20 minutes and his chances of survival looked slim.

However, they began resuscita-tion which was continued when ambulance medics arrived. Mr Anderson was flown by rescue helicopter to recover at RN

Action plan on racial equality

THE ARMED Services have agreed to an action plan designed by the Commission for Racial Equality to tackle any instances of racial harassment.

The voluntary five-year plan is also intended to encourage more people to join up from ethnic minorities.

A spokesman for the Royal Navy said many of the points in the plan were already being oper-ated by the Services, which were against racism in any form.

THYST IS

THE NAVY has taken control of the wind, waves and weather to train officers of the watch. With the official opening of the Amethyst Bridge Simulator at HMS Dryad, bridge watchkeeping training can be tailored to suit students rather than leaving courses to the mercy of the elements.

The multi-milion pound simulator has been named after the ship at the centre of the Yangtse Incident in 1949 to reflect HMS Amethyst's feat of seamanship and navigation in escaping from the river under the guns of entrapping Chinese

Built by GEC-Marconi, Amethyst is a mock-up of the bridge of a Type 23 frigate, surrounded on three sides by a large screen and mounted on a hydraulic platform which simulates movement.

High quality

In the data banks are high-quality images of the South Coast, the open sea and representations of Portsmouth, Devonport and Faslane, any of which can be projected by powerful computers on to the screens.

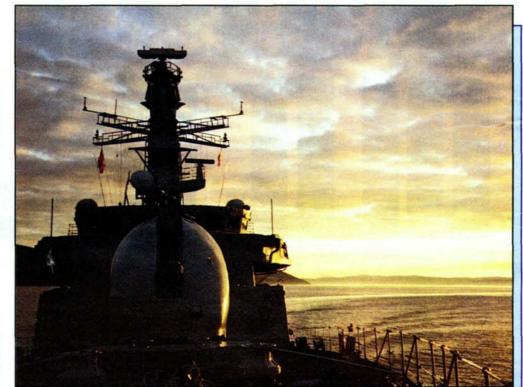
Eleven ship types can be simulated, and many types of weather can be mirrored. Initial navigation

training, previously carried out in the converted trawler Northella, can now be placed within a course schedule, and there is no longer any need for a warship to be occupied in allowing officers to practise

The savings are such that Amethyst is expected to recoup its cost in two to three years.

The simulator was opened by the First Sea Lord, Admiral Sir Jock Slater, in a ceremony watched by Stuart Hett, who as a sub-lieu-tenant was second-in-command of HMS Amethyst during her epic

· A trainer which simulates the operations room and bridge of a single-role minehunter has been installed at the School of Maritime Operations, HMS Dryad. It has been designed to prepare and maintain crews at the required level of training to conduct minehunting operations in Sandown-class vessels.



Exercise in East-West co-operation



STANDING shoulder-to-shoulder, sailors from the Russian, US and Royal Navies demostrate a measure of East-West solidarity which would have been unheard of just a decade ago.

Now even the colours of their flags are the same as LS Pavel Malyshev (from the

Russian frigate Admiral Levchenko), QM1 Jap Enger (USS Samuel B. Roberts) and OM Lee Beetham (HMS Gloucester) come together for a joint exercise in British

As reported in our May edition, the three ships practised manoeuvring and boarding

operations with the tanker RFA Black Rover in the Channel.

The exercise and Russian visit, which coincided with the 300th anniversary of the founding of their navy by Peter the Great, have been described by the particpants as highly successful. Picture: PO(PHOT) Fez Parker.

police role in arms amnesty THE MINISTRY of Defence

Ministry

Police are playing an equal role with Home Office forces in operating a firearms amnesty from June 3-30.

It will be possible to hand in weapons at any MDP manned station as well as any civil police sta-tion. Particularly targeted by the MOD force are firearms which may be held as spoils of war - per-haps by relatives of the person who acquired them - and may be unlicensed due to ignorance of the

The amnesty also includes guns that are possessed legally but that are no longer wanted, although the MDP stress the importance of handing in unlicensed guns.

All weapons will be accepted whether they are firearms or not. The same extent of immunity from

Prosecution has been agreed for Service people as for civilians.

During the amnesty an MDP 24-hour helpline will operate on 01371 854300.

Grafton at dawn of her career

THIS serene view of HMS Grafton on contractors sea trials in the Clyde exercise areas was captured by her Commanding Officer, Cdr Adrian Whyntie. Cdr Whyntie, a keen photographer, plans to enter the study for the RN Amateur Photographic Competition.

The ship was launched in 1994 by Lady Abbott, of Admiral Si Abbott, now C-in-C Fleet. She recently visited Yarrow Shipbuilders on the Clyde to check on Grafton's progress

The ship joins the Fourth Frigate Squadron at Ports-mouth later this year.

Peace course

THE FIRST course of its kind to be held within NATO has been run at HMS Collingwood to provide inter-operability between Alliance and non-Alliance coun-tries. The "Partnership for Peace" Maritime Instructors Course ran for four weeks.

NAAFI is facing the biggest changes of its 75-year history following the drafting in from Marks and Spencer of a new chief executive who has taken a close look at the profitability of many of the service's outlets.

Geoffrey Dart, on a two-year secondment from M & S, has pro-

duced an independent review which maps out radical changes designed to take the institution into the 21st century.

It is understood that the review has recommended closure of

certain unprofitable stores provided they do not fulfil a welfare need. A business plan is now being drawn up and will be com-

A Naafi spokesman told Navy News no decisions on any of the recommended changes had yet been made.

Customer base

But shops would be looked at "very carefully" if they did not supply an essential need and were not profitable or likely to become profitable within two years.

Due to cuts in the Armed Services – and particularly the run-

down in Germany - Naafi's customer base has reduced from

about 500,000 ten years ago to 350,000.

And studies indicate that fewer than ten per cent of Service families use the supermarket-style families shops.

However, the review has praised the Naval Canteen Service which will continue to fulfil a welfare role on board HM ships.

"As a result of the review, Naafi is now in a position to look closely at its business and make the necessary changes which will allow it to continue serving the Royal Navy into the next century" said the snokesman tury," said the spokesman.

Big bonus plus a bounty to bind the Booties

BONUSES of £2,000 will be paid to Royal Marines who agree to waive for six months their right to give notice.

systems.

The measure is being intro-duced to stem the flow of leavers from the Corps, a trend which has been partly respon-sible for a Royal Navy recruiting shortfall of more than 300 in 1995-96.

The scheme was outlined in this year's Government Statement on the Defence Estimates which shows that all three Services have experienced recruiting difficulties. In the Royal Navy as a whole 2,350 were recruited against a target of 2,660.

Added to the normal 18 months' notice, the six-month waiver would guarantee a two-year return of service. In addition, the Corps is offering a £250 bounty to a Marine who recruits a man, the money being payable after the recruit's 12 weeks of initial training.

Increased share

Presenting the White Paper, befence Secretary Michael Portillo said equipment was taking an increased share of the Defence budget, rising to about 40 per cent of the £21.2 billion estimates with

further increases in the future.
"This translates into a formidable power on the ground, at sea and in the air," he said. "Defence depends more now on technology than on sheer weight of numbers

With the last Polaris submarine, HMS Repulse, decommissioning in August, Britain's nuclear deterrent will be deployed by only two boats - HM ships Vanguard and Victorious - until the third Trident vessel, HMS Vigilant, becomes fully operational in 1998. She will be followed into service by HMS Vengeance.

Cruise missiles

It is hoped to order new Batch 2 Trafalgar-class submarines next year. They will incorporate a new tactical weapon system which is being fitted to the submarines now in service. Tomahawk cruise missiles are due to enter service in fleet submarines in 1998.

The Government has re-affirmed its commitment to operate no fewer than 35 frigates and A ROYAL NAVY diver who won the Queen's Gallantry Medal and a Man of the Year title for his bravery in rescuing victims of the Zeebrugge ferry disaster, has himself been rescued after being taken ill on Mount Everest.

LS(D) Eamon (Ginge) Fullen (28) was initially thought to have suffered a heart attack while climbing the 29,000ft peak as a manufacture of a significant perception. member of a civilian expedition composed of 15 experienced



DEJA VU: Left - LS Eamon Fullen. Right - twins LS Zach (left) and PO Ralph Johnson, plus mine.

At about 15,000ft LS Fullen developed chest pains and breath-ing difficulties. His colleagues helped him down to base camp where one of them – Mr Mike Trueman – used his mobile phone to call his home in Hong Kong. From there his wife, Helen, alerted the authorities and a Nepalese Army helicopter was soon in the air to take LS Fullen to hospital in Kathmandu.

After being treated there for a week he discharged himself and returned home in May to resume duties with the Fleet Diving Group at Portsmouth. There is now some doubt as to whether he suffered a heart attack or whether his condition was due to altitude

exhaustion.
"Ginge is a fit, single-minded "Ginge is a fit, single-minded man with a sense of purpose," said Lt Cdr Mike Allen, deputy head of the Fleet Diving Group. "He quite possibly tried to do as much at 15,000ft as he does at sea level, and his body just prevented him."

LS Fullen is a very experienced climber and has scaled mountains.

climber and has scaled mountains in the Alps, the American Rockies and the Andes as well as the Himalayas

In 1987 he was a 19-year-old on board the minehunter HMS Hurworth which was visiting Ostend when the ferry Herald of Free Enterprise capsized in 1987. LS Fullen dived in hazardous conditions during the rescue opera-tion. As well as being awarded the QGM, he was named by Access as one of their Men of the Year at a charity luncheon, and was nomi-nated for the YMCA's Best of British Youth award.

Divers do a double take

NAVY bomb disposal teams have been called in to deal with wartime anti-invasion mines, uncovered on beaches as far apart as Cornwall, Kent and Norfolk. On one beach, at Hythe in Kent, a four-man team from Southern Diving Unit 2 based at Portsmouth, carried unearthed mines 400yds away from a petrol filling station on the sea front.

The Portsmouth unit has dealt with about 25 mines at Hythe and Salthouse in Norfolk. Meanwhile, SDU1 at Plymouth has despatched seven at Long Sands Beach near Tregantle in Cornwall.

Most were attached to beach obstacles designed to obstruct a seaborne invasion. The beaches were swept when hostilities ended – but some of the mines had been buried by shifting sand and remained undiscovered.

Their re-appearance has been put down to severe winter storms com-

Then to appearance has been put about to severe whiter storins combined with unusual tidal movements.

Ten mines at Hythe, close to the petrol station, had to be moved by hand before they could be detonated. The operation was carried out by PO Diver Ralph Johnson and his four-man team which includes his twin brother LS Zach Johnson, and ABs Andy Kirby and Nobby Clark.

Craters 12 ft wide

"With two of us to each mine we carried them about 400yds to our vehi-cle, then drove them down to the shore," said Ralph. "We waded them out into about 5ft of water and detonated them there.

At Long Sands, Army engineers bulldozed 400yds of beach obstacles which had been uncovered by the tides. Each time a mine was found they sent for the Plymouth-based SDU1 which, under their officer-in-charge, Lt Dave Hunkiin, cleared a total of seven mines in as many days

"Each mine was attached to the scaffolding which formed the beach obstacles," said Lt Hunkin. "When we blew the mines they left a crater

12ft across by 6ft deep."

Long Sands has since been re-opened to the public, although day and night checks of the beach will continue for about another month.

HMS SULTAN's Summer Show at Military Road, Gosport - one of the biggest in Hampshire - will be held on June 29 and 30. Over 10,000 people are expected to

0 0 0

A NEW Defence Mail Centre has been officially opened at Plymouth as the first stage of 'a strategically managed mail service for a geographically dispersed MOD".

0 0 0

A COW trapped for four days on a ledge near Kynance cliffs on the Lizard peninsula was winched to safety by a helicopter from RN Air Station Culdrose

0 0 0

A HUNDRED children from affiliated schools all over the UK attended a Combined Cadet Force weekend arranged by the Hydrographic Surveying Squadron at HMS Raleigh.

0 0 0

A PLAQUE from U-249, the first German U-Boat to surrender at sea to the Royal Navy at the end of World War II,to HMS Amethyst and Magpie on 8 May 1945, has been presented to Merseyside Maritime Museum.

Adamant it was not Maidstone

SEVERAL of our readers are adamant that Navy News has got it wrong . . . They disagree with our assertion in the Clyde Naval Base supplement last month that the submarine depot ship HMS Maidstone arrived in the Gareloch in 1958 to begin the support task at Faslane.

Their letters are unanimous in naming HMS Adamant as the pio-neering ship. And they're right. The RN Submarine Museum tell us that HMS Maidstone took on the job in 1962.

It was not that we shot ourselves in the foot, but struck a mine: the inaccuracy is contained in the Naval base's own public literature, and as no one at *Navy News* had first-hand experience of the event, we failed to spot the mistake. Sorry, chaps.



destroyers. The three new Type 23 frigates being built, and the three others on order will have new com-

mand system software, which is

planned for the rest of the class in

of understanding was signed cover-ing the proposed Common New

Generation Frigate's anti-aircraft

Meanwhile negotiations are proceeding with VSEL over a con-

tract for two assault ships to replace HMS Intrepid and HMS

New aircraft

Capability of the Hunt-class minehunters is being enhanced, and the last of the batch of seven

Sandown-class will be completed after the year 2000 bringing the

In Naval aviation, an early stage in the replacement of the Sea

Harrier has been achieved with a

memorandum of understanding being signed over US participation

in development of a new aircraft.

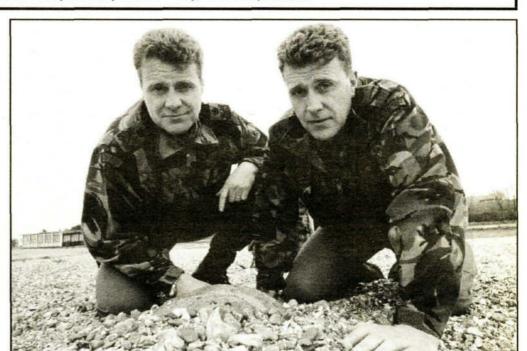
MCMV force to 25.

And in March a memorandum

Squadron's HMS Ranger, CPO John Wetherill, takes Defence Secretary Michael Portillo for a spin off the

Left to right are the CO of the Archer Class patrol craft Lt Cdr David Bryant; the Governor of Gibraltar, Admiral Sir Hugo White; Mr Portillo; CPO Wetherill; and the Commander British Forces Maj Gen Simon





Drafty... The Drafting Co-ordination Office



Co-ordination office smoothes

passage for front runners

BEHIND every complex organisation there is a silent team picking up the loose ends and doing every-thing possible to ensure a smooth passage for the

In the case of Naval drafting this is carried out by the Drafting Co-ordination Office (DCO), a title that aptly describes its function and the job of six Naval and Civil Service staff.

It is this office which provides general support facilities, liaises with ships to support personnel run-down profiles when reducing complements for refit, non-operational or sale purposes, and establishes closed drafting periods to meet a ship's deployment programmes.

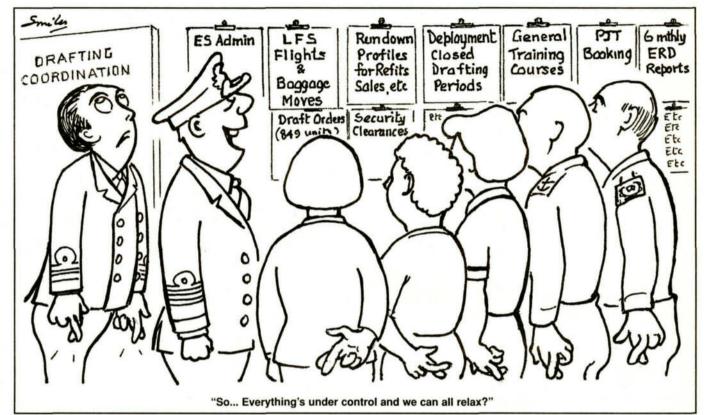
Every six months the office promulgates to ships estimated relief date reports, including security clearance records, to aid personnel management planning.

DCO also manages flight and unaccompanied baggage require-ments for local foreign service, a central booking facility for pre-joining training courses, the processing of draft orders and administration of extended service personnel.

Your flight

The Royal Navy's answer to 'Going Places' is the Movements Leading Regulator who co-ordi-nates flights with the Joint Services Travel Centre for all officers and ratings proceeding on local for-eign service, and initiates the appropriate action with the Government Freight Agency and the movement of unaccompanied

While travel to your overseas station is normally by air, it is possible to make your own travel arrangements. For example, if you wish to drive your own car, the rules for this, known as 'one-way passage' are in BR8587.



The basic principles are that such arrangements should not give rise to any extra charges to public funds, all the arrangements must be made by the individual, who must meet all costs without assis-tance and obtain prior written approval from the Commanding Officer.

A refund of expenses will normally be allowed up to a maximum of the cost of the official method of travel. However, it is stressed that the rules and regulations are detailed, so you must read the BR, a copy is normally available in the UPO.

Extended service going but not gone

The future for extended service is not rosy, given the policy of returning special billets to the active service and by replacing ES personnel, at the end of their cur-rent appointment, with active service personnel.

This has significantly reduced the number of special billets with ES incumbent to 12.

However, ES engagements remain extant under BR8748 where the criteria for SB retention/creation can be strongly supported and exceptional justificaion made for an ES incumbent. Individual cases and applications are taken on merit and require

Don't waste course places

General training courses, particularly ships protection organisa-tion, leadership and firefighting courses continue to be heavily subscribed and booked well in advance to support notice for sea service and protracted PJT packages.

While the course booking manager juggles daily with numerous course lists, moving personnel between courses to meet priorities, the position is not helped by the increasing numbers of non-atten-ders and last-minute cancellations.

Although there will always be good reasons why personnel are unable to attend a course, the major default is through administrative errors.

A greater awareness, particularly of pre-course requirements, both by individuals and manpower managers, would significantly reduce the number of places wasted by non-attendance or attending without holding the pre-requisite qual-

The annual personal weapons test (APWT) has been a prerequi-site for ships protection courses for more than two years and a reminder of it is annotated on appropriate draft orders.

However, personnel continue to join the Naval military training schools for SPO courses without an APWT.

On a similar tack, the cancellation of leadership course booking within days of start dates, leaving insufficient time to re-allocate the place, remains high. To a lesser degree, the same applies to the firefighting courses.

Draft orders to courses can be quite detailed, particularly those applicable to SPO and leadership

It is essential that draft order instructions are read and understood by individuals and administered correctly by the management

Failing to do so increases both the number of non-attenders and personnel attending without pre-requisite qualifications.

The results are that valuable

places and training resources are wasted, unnecessary travel and associated costs are incurred and, most importantly, ratings join ships without the required PJT package.

The problem is not new and Drafty's simple message is, if you

DCO - Lt Cdr Fred Patchett

DC1 - CPOWTR Griffiths (Office and ES personnel)

DC2 - WWTR Lorna
Atkinson (Office Admin
LFS/NI Clearances) Ext 2522

have any doubts about a draft order and its instructions, raise them with the UPO staff or your divisional office.

The paper war

There are currently 849 units each with its own scheme of complement, ranging from those containing hundreds of billets through to the single post.

While the number of units and billets is decreasing as the Navy reduces in size, this has not been reflected in the number of draft orders issued.

In order to ease the paper weight enabling the 'draft order wheelbarrow' to continue its computer room/co-ordination officer/mail room daily run, if any units are receiving unnecessary draft orders or identity informa-tion on draft orders that is no longer required, the co-ordination office would welcome a call.

Firefighting) Ext 2566

DC4 - Mrs Shirley Tott (Draft Order Management Commercial Courses)

DC5 LREG Graham O'Reilly (Movements, flight bookings and unaccompanied

THE CO-ORDINATION TEAM

SHIP OF THE MONTH

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COMMAND of the Standing Naval Force Atlantic has returned to the Royal Navy for the first time in five

At a ceremony in Naples, Commodore Andrew Gough took over from Rear Admiral Alexandre Rodrigues Portugal as COMSNFL.

Guest of honour at the handing-over ceremony were the Supreme Allied Commander Atlantic, General John Sheehan, US Marine Corps, and the Italian Under Secretary of State for Defence, Carlos Maria Santoro.

Flagship

Commodore Gough's flag-ship, HMS Beaver, leads five other frigates in the force, including USS Simpson, USA, NRP Corte Real, Portugal, HMCS Halifax, Canada, HNLMS Abraham Van Der Hulst, Holland, and FGS Luebeck,

DC3 - Mrs Liz Dean (Course Liaison, SPO, Leadership and command returns to



OM(AW) Jim Bowen of HMS Beaver with flag bearers from the USA, Portugal, Canada, Holland and

Named in

honour of



HMS IRON DUKE

Facts & figures

- Pennant no: F234.Launched: March 2, 1991.
- Accepted into service: July 23, 1992.
- Displacement: 4,200 tonnes. Dimensions: length overall:
 133m, length at waterline:
 123m, beam: 16m.
- Speed: 28 knots. Range:
 7,800 nautical miles at 15 knots. Weapons: 1 x Vickers 4.5 Mk 8 gun; 32 x vertical launch Seawolf missiles 2 x 4
- Harpoon missiles; 2 x 30mm BMARC; 4 x 6 Seagnat chaff dispensers; magazine torpedo launch system; 1 x Lynx heli-copter (fitted for EH101); Stingray torpedoes; Sea Skua missiles. Cost: c. £140 million.
- Motto: Virtutis fortuna comes (Fortune is the companion of valour).

Battle Honour

Jutland 1916



ON COMPLETION of Phase 1 of her first maintenance period since commissioning in 1993, HMS Iron Duke has successfully come through a series of marine engineering sea

Under the scrutiny of the Machinery Trials Assessment Unit the ship conducted a variety of standard serials, including full power trials and full power steering trials.

Her promising results stand the Type 23 frigate, fifth of the Royal Navy's Duke Class, in good stead for the second phase, incorporating the DNA (Command System) Retrofit, and, in the longer term, basic operational sea training and Southlant 1997.

The revolutionary shipbuilding concept of modular construction was employed by Yarrow Shipbuilders Ltd in the building of HMS Iron Duke.

Following the design stage, the drawing offices converted the information into manufacturing instructions, allowing parts to be made individually on numericallycontrolled machine tools on the shop floor. Finished parts, plates and sections were grouped togeth-er into kits for the various subassemblies that make up the ship.

The 20-ton sub-assemblies in turn were made into 100-ton sections which then became part of the seven 400-ton modules (30-metre long sections of the ship from keel to superstructure) which make up the finished vessel. The modules were fitted with insulation, pipe and ventilation systems, plus as much other equipment as practicable, before being moved to a covered building berth for weld-

Heavily armed

HMS Iron Duke was launched on March 2, 1991, by Mrs Jane King, wife of the then Secretary of State for Defence. Like her sister vessels, Iron Duke can perform the historic role of the frigate, that of a fast, manoeuvrable craft able to scout ahead of the main fleet, but in comparison with ships of similar size serving in other navies she is also heavily armed.

Fitted with the latest computer assisted sonar systems and communications equipment, she is wellequipped for her primary role of anti-submarine operations. Her ICS4 communications system provides VLF and LF receive facilities and MF, HF and VHF transmit and receive facilities for voice, morse, teletype and data signals. While her SCOT satellite communications system keeps her in 24-hour communication worldwide.

Her radars include 996, a longrange, three dimensional surveillance radar providing video infor-mation for display and target infor-mation for the weapons systems. High definition radar 1007 is used for navigation and Radar 1010/1011 provides a positive means of target identification and a positive identification of Iron Duke herself to other similar systems on request.

Surveillance

The hull-mounted, omni-directional 2050 is the vessel's mediumrange active sonar, with an improved passive capability, while Sonar 2031 is a long-range, passive towed array. The ship is also fitted with UAF, a passive surveillance system capable of giving the command information about hostile or friendly radar emissions, and a General Purpose Electro-Optical Director, used to provide target data for the 4.5ins Mark 8 gun's fire control system. Once in service, a Merlin EH101 helicopter will be embarked. The aircraft contains its own sonar system to attack submarines with torpedoes and depth charges and it can also engage surface targets with Sea Skua anti-ship missiles. At present Iron Duke carries either the Lynx or Sea King helicopter.

Together with her Vickers Mk 8 gun, HMS Iron Duke is armed with the vertical launch Seawolf antiaircraft and anti-missile system. Harpoon anti-surface missiles 30mm BMARC guns, Seagnat chaff dispensers, a magazine torpedo launch system, Stingray torpedoes and Sea Skua missiles

Stealth

Although principally designed for anti-submarine operations, the ship, which incorporates many stealth features, could also be tasked in wartime to use her longrange Harpoon missiles against enemy ships or to provide bombardment support to forces ashore using the 4.5in gun.

Her propulsion machinery comprises GEC electric propulsion motors and two sets of Rolls-Royce Spey gas turbines, each set driving a shaft and a fixed pitch propeller.

Quiet, low speed running is
derived by the propulsion motors
alone, which are supplied with
power from any combination of
four Paxman diese generating sets. Sprint speeds in excess of 28 knots are achieved by clutching in the

two Spey gas turbines through a

This Combined Diesel Electric and Gas Turbine (CODLAG) arrangement is unique to the Type 23 and enables the propulsion and generating machinery to operate efficiently at their optimum levels.

Extensively automated, HMS Iron Duke continues the trend towards lean manning in modern warships.

Computerised

The weapons systems and sen-sors are fully computerised, as are the control systems for the main machinery and electrical distribution systems.

The operation, repair and maintenance of the complex equip-ments on board requires high lev-els of professional knowledge of every member of the ship's company of 17 officers, 57 senior ratings and 111 junior rates.

Two civilians are also carried: a Naafi manager providing canteen services and a laundry manager.

Living conditions on board HMS Iron Duke are good. The senior rates live in four or six-berth cabins with separate messes, and the junior ratings in relatively spa-cious messdecks, with a separate recreational area

The ship also has a reference and lending library and a physical trainer is borne.

TWO PREVIOUS Royal Navy warships have borne the name Iron Duke, in honour of

Wellington

the first Duke of Wellington. The link is preserved in the pre-

The link is preserved in the present ship of the name, whose affiliations include His Grace the Duke of Wellington, The Duke of Wellington's Regiment (West Riding) and Wellington College, as well as the city of Kingston upon Hull, the Worshipful Company of Founders and TS Iron Duke of the Sea Cadet Corps. First of the three HM ships Iron

Duke was a 10-gun, twin-screw armour plated battleship of 6,034 tons. Launched in 1870, she spent much of her time on the China Station and was the first capital ship to use the Suez Canal.

The second Iron Duke, which gave her name to a battleship class, was a super Dreadnought. Accepted in March 1914, she joined the Home Fleet and was briefly Fleet Flagship of Sir George Callaghan. In August that year she became the flagship of Admiral Jellicoe, the Commander in Chief Grand Fleet until his relief in November 1916, when she bore the Flag of Admiral Sir David Beatty.

She fought at Jutland on May 31, 1916, suffering no damage, as part of the 2nd Battle Squadron, with which she remained until March 1919 when she transferred to the Mediterranean to become the Fleet Flagship of Sir John de Robeck.

Scapa Flow

In 1919-1920 she was active in support of the White Russians in Black Sea operations. She later served with the Atlantic Fleet. She was paid off and was partially demilitarised and reduced to training ship status under the London Treaty of 1931-32.

On August 26, 1939, the Iron Duke arrived at Scapa Flow to serve as Base Ship. On October 17 she was holed by near-miss aircraft bombs and was beached. One rating was killed and one aircraft shot down. She went on to serve as a base ship and port defence vessel until the end of the war. She was sold for scrap in 1946 and broken up in Glasgow two years later.

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Letters

Books out for Winnie

TUGG's cartoon in the April issue showing the Captain and Commander in secret conversa-tion about a royal visitor while Jack calls for a book on corgis from the ship's library reminded me of a real life incident in the cruiser HMS Aurora at

Alexandria in February 1945. We all knew that a VIP was to use the ship as his headquarters for a day or two but his identity was a secret known only to the Captain and Commander,

Buzzes ranged from the C-in-C to the King and for some reason even included Field Marshal

The Captain was somewhat conscious of the dearth of good books in his cap he asked the was to use, so he asked the Schoolie to fill the shelves with suitable tomes from the ship's library.

Hoping to solve the mystery, Schoolie came back with an armful of books – all of them written by or about Winston Churchill.

He was sent away with a flea in his ear and told to think of something else.

The next day Winston did indeed arrive on board to hold discussions with Roosevelt who was in an American cruiser.

Both were on their way home from the three-power Yalta Conference with Stalin. – H.Owen, Chichester.

So now it's EI Wilf

N.FIELD was asking after the puppet "Wilf", star of the BBC series "Sailor" that featured HMS Ark Royal in the 1970s (April issue)

Little Wilf joined HM Coastguard in 1981 along with his colleague John Pooley.

They have now resigned the service to go into a joint venture as partners in the El Capitano Bar at Javea Alicante, Spain.

Recent reports indicate the partnership is prospering. – J.Cherrett, HM Coastguard, Portland

Red faces that IN 1963 the build-up followed began of teams of engi-neers to commission the

Polaris system in Barrow, Birkenhead, the RN Polaris School at Faslane and the refit yard at Rosyth. **Polaris** I was one of the first to join (from GEC, Portsmouth) and such was the urgency to have the teams trained that I was despatched to attend the test instrumentation course at Interstate Electronics, Anaheim, California the day

before I officially joined I became the only person to

oin the firm in mid-Atlantic.

In early 1964 I was on a short course in New London when one of the Electric Boat managers came into the classroom and whispered "Would you like to come out on a sea trial?"

I nearly grabbed his hand off and that afternoon I went on board the USS Grant for five days of trials.

This being the first trial of that particular boat the legendary Admiral Rickover was on board – so I must be one of the few Brits to have gone to sea with him. I was also the first UK civilian to go to sea in a US Polaris submarine. One of the more dramatic

events during construction was the firing of fresh water 'sabots" alongside.

This drew onlookers, many of them in strategically adventurous positions. Unfortunately the wind direction changed and, as the water was dyed red for photographic reasons, many of them want before coloured red too. went home coloured red, too.

Ted Booth, Barrow.

LETTERS to the Editor should always be accom-panied by the correspondent's name and address, not necessarily for publi-

trials Spirit of a

AN OLD friend, Percy Cox ex RM, told me why he always admired the irrepressible nature

Londoner

of the London cockney.
Percy had the misfortune to be in Crete in 1941, collected a bullet in the face and later spent four years behind barbed wire.

From Crete, he and other walking wounded, some on crutches, were flown to Athens airport and made to stand in line for the benefit of German propaganda movie

An SS officer, magnificently attired in black and silver uniform, jackboots gleaming, directed the cameras onto the dispirited ranks of our ragged and wounded

After the German commentary he delivered an English version, denigrating the British forces, pointing with his swagger stick at the sorry looking ranks.
Then he started ranting: "The

great German Reich led by our beloved Fuhrer is victorious! Yesterday - France, Belgium, Holland, Poland, Norway, Norway, Denmark! Today Crete! Tomorrow - England!"

A little cockney Marine in the front rank shouted "Not while you've got a hole in your arse, mate!"

Somebody giggled, that spread into laughter and then into cheers. Bowed heads were raised, shoulders were squared and soon there was uproar.

The SS officer was furious and ordered a volley fired over their heads to restore order.

Percy has been gone for 15 years now – he always remembered that little cockney Royal. –

Home and not so dry

FIFTY YEARS ago this month the US troopship Georgetown Victory, bound for Glasgow from Australia, was wrecked on the reef at Killard Point, south of Belfast -150 miles from home.

She was holed in two places and broke her back. There were 1,400 men on board, including 1,100 British sailors. I was one of them.

All were rescued - but behind them, in the waterlogged holds of the wreck, they left thousands of pounds worth of presents bought in Australia for their relatives.I believe some attempt was made to

I wonder if any other readers incident?

THE RN does not have and never has had tugs capable of dealing with a ship the size of the Sea Empress, you said

What price

the tugs

of war?

During World War II most of the rescue tugs were White Ensign and the Bustler Class with 4,000Bhp on two Polar Atlas diesels with a single screw could surely have have enough 'puff' to pull or at least hold a vessel that size? The Bustlers continued in RN service up to the mid 60s although most were either sold or chartered to salvage firms or became RFAs, I was First Lieutenant of Samsonia in 1953. – **J.Leathes**, Petersfield.

in your April edition.

IN THE PERIOD 1937-40 the Navy had five tugs of the Brigand Class built. In 1949 I served as First Lieutenant of Brigand and in 1950-53 in command of Marauder. Although they were employed mainly on towing battle practice targets, other more memorable tows took place, such as the sal-vaged HMS Breconshire, towed upside down from Marsaxlokk to Messina; the SS Ben Ledi, which caught fire in the Med and was towed to Malta; and the tanker Esso Fawley which lost her rudder in the Canal and which I took, with her rudder recovered and secured on deck, to Bari which was the nearest refinery which could offload her full cargo of crude.

In 1953 I was appointed in com-mand of HMS Warden and in the next three and a half years towed battleships, aircraft carriers, sub-

marie depot ships, cruisers, destroyers and floating docks. I don't think we had super tankers in those days, but if I had to arrange an ocean tow I think two Bustler tugs and a third escort tug would have been up to it. Of course, towing a large vessel off

once she has grounded is an entirely different problem. I had one such experience after I towed HMS King George V from Liverpool to Gourock where she was handed over to the local tugs and pilot.

Warden, Samsonia and RFA Envoy, who had been part of the tow, anchored about 0730.

At about 0815 I heard over the radio that the battleship was aground in the Narrows and seven minutes later we were proceeding there at full power.

Arriving alongside her, both tugs had wires to her stern and Envoy secured alongside. Towing was started at slow speed, gradually working up to full power. There was no movement and the tugs were ordered to stop towing at

At the next high tide Warden, Samsonia, Envoy and Enfortcer with about eight other harbour tugs started pulling at slow revs until 1745, increasing to maximum

power at 1815. At about 1833 KGV was seen to move and eventually was refloated. - F.C. Hard, Chichester.

FAR Be it from us to teach granny to suck eggs, but some of us "old uns" understand that as RN per-sonnel are trained to do dual roles on board ship, wouldn't it be feasible to have purpose built ships to do the same?

modern, powerful

armed and based around the UK could perform the duties of fishery protection as well.

The wartime rescue tugs more than recouped the finance of building, training and crewing, maintenance and running. The number of customers may have been exceptionally high - 3 million tons of Allied shipping and 280 Allied warships – but the compen-sation from an occasional monster like the Sea Empress is a point to think about. - J.A.Williams, Hull.

Little was the right mixture

MANY, like myself, will have been saddened to read the brief obituary to Trevor Little in April's Navy News.

A popular broadcaster, he was known to thousands as star of the popular BBC wartime comedy series 'Navy Mixture'. He toured many ships and other serestablishments and

was always well received. Later, as manager of the theatre and cinema in HMS Mayina, his showbiz exper-tise was largely responsible for establishing a centre of excellence in entertainment amid otherwise primitive conditions.

Celebrities

He produced many fine shows there as well as

hosting famous celebrities touring with ENSA.

With such onerous responsibilities one would have expected him to have held a commission but he remained, probably by his own choice, very much an Ordinary Seaman. – J.G.Hinton, Worcester.

Not just for pilots

REAR ADMIRAL Robertson's letter in the April issue rightly corrects the caption to the photograph of naval ratings with white cap bands which appeared in the March issue.

However, he is in error in ascribing the issue of white tallies solely to Y Scheme aviation cadets: they were issued to virtually all CW (Commision Warrant) candidates so that they could be specifically identified and woe betide anyone who misbehaved.

They could be of most branches – Executive, Air Engineer, Paymaster etc – not just pilots and observers... – Cdr E.L.Eavis, RNR, Colyton, Devon.

Our thanks to all the others

All steamed up over Turbinia

I WOULD disagree most strongly with the statement on page 3 of the April issue that the Admiralty showed "scant interest" in Parsons' work prior to Turbinia's appearance at the 1897 Jubilee

Parsons took out his first patent in 1884 and only the following year the

battleship HMS Victoria was fitted with a turbine driving a dynamo.

The Engineer-in-Chief, Sir John Durston, kept closely in touch with developments and attended early trials of Turbinia, accompanied on at least one occasion by the DNC, Sir William White.

Edmund Froude, Superintendent of the Admiralty Experimental

Works, had a voluminous correspondence with Parsosn in an attempt to solve the propellor problems of Turbinia.

Though Turbinia had a spectacular performance, the turbine was bare-

The first turbine destroyer, HMS Viper, could only maintain full speed for half an hour, using every stoker in both watches, and her fuel consumption was nearly double that of a destroyer with reciprocating

engines.

The Admiralty's decision to persevere with the turbine was courageous and far sighted; fitting turbines in HMS Dreadnought in 1905 was brave indeed. – **D.K.Brown**, RCNC, Bath.

Navy News

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 From the files of Navy News: Vice Admiral Sir William O'Brien (left) hands over as Commander Far East Fleet to Vice-Admiral Sir Leslie Empson at Singapore Naval Base, 12 September 1969 - after making a special delivery of tortoises to St Helena. Inset: Jonathan today at Plantation House.

Moonstruck on the monkey

THE UFOs at Culdrose may have turned out to be electricity generating windmills (March issue) but I know there are such things – I saw one when on the look out on the monkey island of the RP tanker look out on the monkey island of the BP tanker British Gull, one night off Algiers in 1965.

It was a dark night, no stars, and about 15 minutes into my hour the moon appeared - or so I thought, for as I looked at it it came down in an arc, sweeping so fast that I thought it would hit the ship.

Swishing noise

But it stopped about 4-5 miles off. The hair on the back of my neck stood upright.

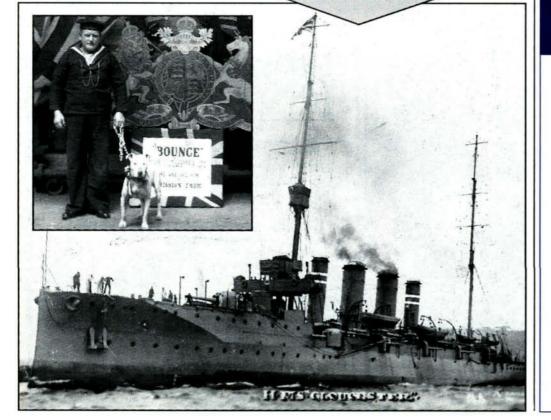
Before I could shout to the 2nd Mate, the thing receded, making a swishing noise as it came down from its high perch, stopped for a few minutes and was then gone. Next morning I went to the 2nd

Mate's cabin and told him. He said it was a pity he had been checking charts, for if both of us had seen it we could have made a report.-J.H.Clayton-Pearson, Dover.

Last pounce on Bounce

MY FATHER Victor Bethell served as a stoker in HMS Gloucester with Jack Cotterell, who recently celebrated his 100th birthday.

I was told many times about the ship's dog 'Bounce'. Apparently there was a cat on board who was very hostile to him, even though he tried hard to make friends. She would hide, then jump out and attack him - but she did it once too often and the dog lost his temper and grabbed her by the neck, sadly killing her instantly. – S.Bethell, Bristol.



From COMFEF: fast ladies to speed up an old slowcoach

I WAS so pleased to read in the April issue that Jonathan, the giant tortoise of St Helena, is still going strong.

One of the last things I did as Commander Far East Fleet in 1969 was to arrange for RFA Fort Sandusky to deliver some attractive, we hoped, young lady giant tortoises from the Seychelles (I do not recall how many) to keep Jonathan content for a few more hundred years.

In reply to my signal telling HE
The Governor that he should
expect some mates for his legendary Jonathan I received the

following:
"From FCO to COMFEF from Governor of St Helena. Your 110405Z. Jonathan excited. Lapping up the vitamins. What is 200 years?"

That he is still alive indicates a very effective "lapping up of the vitamins" - I wonder, did the harem I was involved in providing also give an essential stimulant? And are there any progeny? – Admiral Sir William O'Brien,

We understand from St Helena that there has been no progeny to

Jonathan is the sole survivor of three giant tortoises imported to the island in the 19th century. One of the other two died in 1877 and its shell can be seen at the Natural History Museum in London. The second died in 1918 when it fell from a cliff. Both of these came from Mauritius.Some records state that Jonathan hailed from the Seychelles, but this is not known for certain. It is said he arrived in 1882 – and also that he is a living link with Napoleon, but no-one knows the truth about that either.

He was said to be mature on arrival, ie about 50, so he may have been born ten years after

Napoleon's death. At 160 years plus Jonathan does not roam the grounds of Plantation House as much as he used to, apparently. One of his eyes seems to be blind and the other bleary - but he gets on well

enough with his young compan-ions Myrtle (48), Speedy (40+), Emma, David (both 26) and Fredrika (23). – Ed

 A two-page will made by Napoleon on St Helena was bought at an auction at Christie's by an unnamed Frenchman.

Unlucky

I READ with great interest the letter on the loss of the Wild Swan. My father was Captain of Marines on the Colombo, a vintage C Class cruiser, at the time and he reck-oned the Wild Swan was extreme-

ly unlucky.

He told me the Colombo was near the same area at the time en route from South Africa, crammed with gold - and that she, not the Wild Swan, was the intended target of those Junkers. – S.Mahoney, Market Harborough.



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ABOVE: A Hawk trainer, from a unit based at RN air station Culdrose that provides the Fleet with training support.

RIGHT: Lt Dusty Miller in-structs a class in airspace management, closely observed by the officer in charge of the RN School of Fighter Control, Lt Cdr Tim Appleyard.

LEFT: Operations room experience at HMS Dryad for Lt Dave Knight.



School for fast controllers

UCCESS in aerial combat is dependent on several factors aircraft performance, pilot skill, detection, tactics and strategy. But since the early years of World War II a vital element in the mix has been fighter control.

The fighter controller provides the combat pilot with long-range senses by guiding him on to his target - which could be a strike aircraft preparing to launch an attack on friendly ships, or an interceptor out to foil a raid on the enemy

As the millenium approaches, today's fighter controller in the Royal Navy must be capable of controlling, from his aircraft carrier or destroy-er, any type of NATO fighter, perhaps flying at supersonic speed, in any weather, day or night to get his aircraft to the right piece of airspace at the right time with the right target information - or "bogeydope'

For a newly qualified sub-lieutenant this is a heavy responsibility – so the training is neces-sarily demanding. The hatchery for such a fledgling is the Royal Naval School of Fighter Control at RN air station Yeovilton where instructors train selected Seaman officers for almost five months up to NATO Grade 1 status.

To get on to one of the four courses a year, volunteers must pass an aptitude test and must have had sea time and bridge experience.

Air traffic control theory and meteorology are included in the initial training, followed by a total of 60 hours of simulated and 30 hours of live control, most of the live subjects being provided by Hawk jets based at RN air station

The two-seat Hawk trainers are flown by ex-Service aircrew who work under contract for the Fleet Support and Air Training Organisation - known before its name-change on April 1 as FRADU (Fleet Requirement and Air Direction Unit).

Face-to-face

The jets use Yeovilton as a forward operating base, which gives students the benefit of face-to-face briefs and de-briefs with the aircrew they are controlling, and provides the additional experience of control in busy civil air lanes.

And the student controllers get a taste of their own medicine - by flying on an intercept sortie as observers in the Hawks, to experience first hand the problems from the pilot's point of

Airspace management is an increasingly important aspect of the training. It is imperative that the controller knows what is going on around his airspace as well as in it – where refu-elling aircraft are, the position of any AWACS aircraft and which friendly fighters it is controlling, and whether the Task Group's missile engagement zones are up to date.

Tactical scenarios

All the course elements are brought together for the final six weeks at the School of Maritime Operations at HMS Dryad.

There the student integrates into the opera-tions room, learns how to operate shipborne equipment, and experiences a wide range of tactical scenarios before becoming a vital member of the Warfare team.

With ever-increasing out-of-area roles for the British Armed Forces, the widely different capabilities of the multi-national aircraft that may be in support, and complex rules of engagement, the skills and expertise of the RN fighter controller will be needed well into the

WELCOME ASHORE!

The Royal Alfred was established in 1865 to alleviate distress among seafarers, both serving and retired, and their widows.

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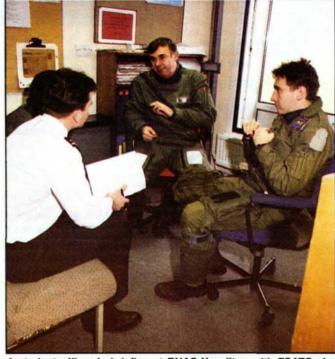


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A student officer in briefing at RNAS Yeovilton with FSATO aircrew (from right), Paul Loftus, Al Dachtler and Roger Brookwick.



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Marlborough scores with Stingray torpedoes

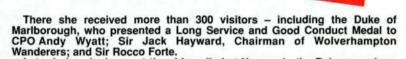
Six of the best

HMS Marlborough returned to Portsmouth in May after spending most of her time since the beginning of the year at Underwater Test and Evaluation
Centres in Britain (BUTEC) and off America (AUTEC).
At AUTEC she proved her sonar system and in exercises
scored six Stingray torpedo "hits" on the nuclear powered
Fleet submarine HMS Sceptre.

the fresh air and sunshine in the frigate.

During breaks in her intensive programme Marlborough visited Cape Canaveral – from where some of her people visited Disney World and Port Everglades, where US hospitality was particularly warm.





Later in her deployment the ship called at Nassau in the Bahamas where she carried out exercises with the Royal Bahamian Defence Force Protector Class patrol vessel HMBS Samana – built by Fairey Marine Ltd of Cowes.

Pictures:

LA(Phot) Steve Saywell

- Left: HMS Marlborough in company with the Royal Bahamian Defence Force patrol vessel HMBS Samana.
- Above: LS Pete Burnett makes contact . . .

Sad start to Purple Star

FLAGS in all 30 ships in the UK Task Group in Exercise Purple Star were flown at half mast following a mid-air collision between two helicopters in which 14 American Marines died.

The aircraft - a two man attack helicopter and a twin rotor troop carrier - collided as they took part

in an assault on beaches at the Camp Le Jeune marine training base in North Carolina.

The biggest deployment of British naval strength since the Gulf War was still under way as Navy News went to press early in time for Portsmouth Navy Days – a full report will follow next month.

The British naval units were headed by Commander UK Task Group Rear Admiral Alan West,flying his the carrier UK Illustration.

his flag in the carrier HMS Illustrious.

Below: at Fort Picket, Virginia Royal Marines disembark from a Sea King helicopter from 846 Sqn during Exercise Purple Star.







International effort for Dunblane appeal

Weightlifters raise 500,000 for charity!

SERVICEMEN and women all over the world have been raising funds to support the families of those killed and injured in the shooting at Dunblane primary school.

Spurred into action by the shocking news that sixteen children and their teacher had been killed, personnel from as far afield as the Falklands, Belgium and Croatia have been busy raising money for the Dunblane Appeal Fund.

tri-service team from A tri-service team from Supreme Headquarters Allied Powers Europe (SHAPE) at Mons, Belgium, cycled more than 1,000km to the school in Perthshire, Scotland, and raised almost £5,000 for the appeal.

POWWTR Sue Benton, LSTD George Campbell, LWTR Con Butt, LW Caroline Macklin and Wrens Michelle Baskerville and Sarah Taylor formed the naval contingent team which includedsix from the Army and four from the Royal Air Force.

Exhausting

They crossed the channel and broke their exhausting journey at military establishments at Canterbury, Wittering, Dishforth, Otterburn and Edinburgh.

The team enjoyed good weather throughout the journey and were supported by a back-up crew in a four-ton truck and a miniOn arrival they presented a cheque to the Stirling Observer Dunblane Helpfund but were still collecting sponsorship as Navy News went to press.

After news of the tragedy reached members of 845 Naval Air Squadron in Split, Croatia, they arranged a series of events to raise cash for the appeal.

The main event was an evening of entertainments in the Senior Rates Mess which began with a

A charity auction on the night raised almost £400 by selling some unusual prizes, with the offer of an abseil from one of the squadron's Sea King helicopters being snapped up by Lt Andy

· Meanwhile, a football team and spectators from the South Atlantic patrol ship HMS Atlantic patrol ship Northumberland boosted the two matches appeal through against teams in Port Stanley.



TOP civilian Devonport Naval Base spent a cold and lonely night in

FUTURES

from

Dartmoor Prison after his staff volunteered him to spend a

night in the cells.

Keith Early, Director Supply (West) agreed to be locked up in the 19th century jail to raise cash for the childrens' charity Barnados.

0 0 0

HMS Birmingham provided a guard of honour for a Royal visit to one of her adopted charities.

The Duchess of Gloucester was visiting the Acorns Childrens Hospice in Birmingham to open a new hydrotherapy pool.

Birmingham's CO, Cdr Michael Evans, took the opportunity to present a cheque for £100 raised by the ship's company.

Patients in Aberdeen Royal Infirmary's cardiology unit will have a more interesting and colourful stay thanks to the Aberdeen Royal Naval Unit and HMS Archer.

They raised £1,250 to buy six remote control colour televi-sions to help keep the heart patients entertained during their stay and visited the hospi-tal to present them. men in HMS Brazen raised half a million for charity.

The 17-man team of weightlifters bench pressed over 500,000 kilogrammes in a gruelling five-hour session during stand off at Barl from operation Sharp Guard. Between them they col-lected £1,044 in sponsorship

money for Trinity School for children with special needs in Durham, Brazen's affiliat-

The cash will be presented to the school by Brazen's CO, Cdr Allan Adair, in a final visit to Durham before the ship is handed over to Brazil.

HMS Westminster paid a visit to a centre for malnourished mothers and children in the north of Brazil on her way back from her long winter deployment in the South Atlantic.

A party from the ship, including her chaplain, medical officer and CO, Cdr Andrew Cameron, saw how the centre in Fortaleza transformed the health of the infants from 'walking skeletons' to healthy babies.

Mothers and children were delighted by a gift of cakes and a donation of £104 towards centre's running costs, collected from the ship's company.

Fitties from HMS Drake raised £528 for the British Olympic Appeal fund through a sponsored rowathon.

The money was presented by Cdr Andrew Welch, CO of the RN Gunnery School at HMS Cambridge.

Playground duty was hard labour

TEN sailors from the new Type 23 frigate HMS Somerset took on the task of designing and building an activity area for chil-dren at Tamerton Vale primary school.

The team, led by OM John Hirstwood, com-pleted the task in just five days and still found

time to carry out painting and repairs at the school and tidied up the grounds.

HMS Somerset, built by Yarrow Shipbuilders, is joining the Sixth Frigate Squadron at Devonport (see also page 29).

Somerset's first commanding officer, Cdr Martin Westwood, said: "As we are about to become a 'Devonport' ship we are naturally delighted to be able to help out in this way.

Enormous benefit

"As well as assisting the local community this kind of activity is of enormous benefit to the team spirit and esprit de corps of the new ship's



Six of the ten-man team from HMS Somerset get stuck into the ground work at Tamerton Vale primary school where they designed and built an activities area in just five days.

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HELPING SECURE PEOPLES'

Towry Law, Towry Law House, 57 High Street, Windsor, Berkshire SL4 1LX.

TRAINING in the Sound of Mull with a Sea King of 819 Sqn are (left to rightl) the University Royal Naval Unit Archer Class patrol craft HMS Exploit, Biter, Charger and Archer.

HMS Archer, currently the Aberdeen Universities vessel, has an association with

Aberdeen Universities vessel, has an association with 819 Sqn dating back to 23 May 1943, when a Swordfish B from 819 Sqn launched from the escort carrier HMS Archer sank the U-boat U752 in the North Atlantic.

This was the first operational success of air-to-sea rocket projectiles in the Fleet Air Arm.



Wisdom of compacted dentistry

THE THREE Service dental branches have been amalgamated to form the Defence Dental Agency.

On the move again

THE NEW Flag Officer Scotland, Northern England and Northern Ireland, Rear Admiral John Tolhurst, arrived at the Clyde Naval Base on April 30 to take command from the out-going FOS-NNI, Vice Admiral Sir Christopher Morgan.

In his previous appointment as Flag Officer Sea Training, Admiral Tolhurst presided over the move of the Navy's sea training HQ from Portland to Devonport. His arrival at the Clyde

marks the culmination of six months of radical change at the base, including a name change and the arrival of the for-mer Rosyth-based Third Countermeasures

Squadron.

Left to right are Cdre
Eric Thompson, Director,
Naval Base; Admiral
Tolhurst; Capt John
Harris, Captain 1st Harris, Captain 1st Submarine Sqn; and Capt Jim Boyd, Captain Sea and Shore Training.

"Dentistry is a specialised service which we believe is managed most effectively on a tri-service basis," the DDA's new Chief Executive Air Vice-Marshal Jefferson Mackey told Navy News.



Air Vice-Marshal Mackey

"This is particularly important if Defence dentistry is to keep abreast of and respond to changes that are taking place in the profes-

sion as a whole."

The DDA is one of four planned agencies to be owned by the Surgeon General and is designed to offer improved levels of patient care coupled with flexibility and cost effectiveness across the three Services.

Service personnel form about 80 per cent of the staff – and Navy dental staff will still spend most of their working career in the RN.

As well as routinely providing primary dental care in some 200 ocations worldwide, DDA staff also play an important operational

Dental teams in Bosnia provide a full service for RN units support-ing the continuing operations



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• HMS Liverpool • HMS Chatham • HMS Flying Fox • HMS Gloucester • HMS Monmouth • HMS Boxer • HMS
Illustrious • RNAS Culdrose • Roy Castle Cause for Hope • RAF Laarbruch Station Fete • Laarbruch MT Fete
• Bradbury Fete (Krefeld) • World Firefighter Games • 2 RRF • Faslane RN Base • 2nd Bn. Green Howards
• Gutersloh Youth Football Club • SSAFA Victory Push (UK) • SSAFA Fallingbostel • SSAFA Hohne • Hohne
Rugby Club • British Kiel YC Regatta • RMP Bowling Team • Hohne Saddle Club • 7 Sigs. Krefeld • Junior Rhino
Rugby • 2 GRP RAF Boxing • Cheeky Chops Creche • Karen Philips Appeal • RAF Northolt Families Day • RAF
Lyneham Drive Around the World • RAF Laarbruch PSI • RAF Police Dog Team • RAF Laarbruch Intersect Golf
• RAF Lyneham Open Day • RNAS Yeovilton Ski Team • HQBF Hong Kong Comic Relief

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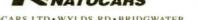




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People in the News

LAST RITES FOR COOKS

Fearless felt that the demise of the branch title "Cook" should be marked by a dignified funeral ceremony – hence the event pictured here by LA(PHOT) Pete James of the history by the section.

ship's photographic section. The title of Cook is now defunct – junior rates who previously held it are now Chefs, and senior rates are Caterers.

Chief mourners here (sporting their new titles) are (I-r) LCH Geoff Hayter, WCH Cher Clifford and CH Pete Skinner.

Quaich a pair!

TWO exceptional warrant officers at Faslane have received the traditional award of the Commodore's Quaich - a Scottish silver

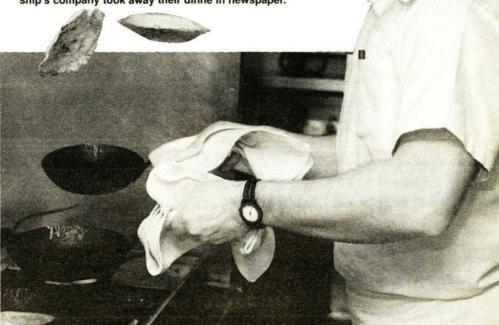
wo(WTR) David Haynes (left) and WO John (Mr Mack) Mackenzie won the cups for organisational skills and exceptional adaptability respectively.

Mr Mack's citation refers to his "enviable ability to cut across all bounds of rank", while of David it is said that unless he leaves Faslane soon there is a prospect that he will work his way up to take on the Flag Officer's duties!



456 scored in pancake race

YOU'VE heard of bunting tossers, now meet . . . POCA Alan Rowe who knocked up no fewer than 456 pancakes in one session on board HMS Glasgow – and that amounted to a rate of "fire" of five per minute. Other events involving the ship's galley have included an Arabian Night (with hardboiled eggs standing in for sheep's eyes) and a camel race which raised £500 for charity; a Chinese night; an Indian American night; and a chip shop night during which the ship's company took away their dinne in newspaper.





OBSERV



LT ALAN Salmon of 849 Naval Air Squadron has been awarded the Airborne Early Warning Observer Trophy for the best contribution to AEW development last year.

The Thorn EMI trophy was oresented to Alan by Squadron CO Lt Cdr John Saunders at RN air station Culdrose.

As 849's training officer, Alan has been working on interaction with the RAF's F3 Tornados and has re-written the syllabus for AEW ob-servers. He is now Senior Observer with 849 Squadron's B Flight in HMS Illustrious.

Savouring success

IN LOCAL style, the Sea King helicopter crew of 810 Naval Air Squadron's A Flight were presented with this giant Cornish pasty to celebrate their rededication and allocation to HMS Cornwall.

The presentation was made at RN air station Culdrose, in Cornwall, by the Squadron Commanding Officer, Lt Cdr Colin Hemp (right) to Lts Tim Peacock (left) and Chris Trubshaw, the flight commander. They have now joined HMS Cornwall which rededicates in July. Previously they operated in HMS Cumberland during her six-month deployment on Operation Sharp Guard in the Adriatic.



Penfriends

10 WORDS FOR £9.00 See below for details of how to Advertise or how to Reply

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TO ADVERTISE: Send name and address together with writes to an advertiser must use a and address together with advertisement, enclose cheque/Switch or P.O. for £9 and send to: "Penfriends", HMS Nelson, Navy News, HMS Nelson, Portsmouth PO1 3HH. Replies to your box no. will be forwarded on daily.

WIDOW 60's seeks partner for permanent TLC B'ham area. BOX J1

PERSONAL STEWARD gunner to Admiral Mountbatten wishe to officer during travels. BOX J2

JULIE CARING sincere 31 enjoys cooking, cinema, country-side, seeks penpal, BOX J3

SLIM GORGEOUS woman (23) seeks sailors for fun and friendship. BOX J4

stamped envelope bearing the advertisers box number. Letter should be enclosed in a second envelope addressed to "Penfriends", Navy News, HMS Nelson, Portsmouth PO1 3HH. On reciept the replies will be

RICHARD PLATT — Would like to hear from you again — Beverley. BOX J5

TWO LADIES aged 40 would like to hear from you. BOX J6

GOOD LOOKING divorced CPO 37 seeks bubbly pen pal ALA, BOX J7 DIVORCED LADY 37 would like penpals of similar age. BOX J8 CARING SINGLE mum 31 GSOH seeks naval penpal, photo if poss. BOX J9

NINETEEN FEMALE interests, computers good music, animal wel-fare, writing letters. BOX J10
...--... FEMALE ex-skipper 50, missing sea life, looking for penpals for news & views. BOX J11

ATTRACTIVE NURSING student

18 yrs old seeks male naval penfriend. BOX J12 PRETTY LADY 38, youthful, intelligent, fun loving, seeks gentleman for friendship, BOX J13

SINGLE MUM 29, seeks genuine male penfriend 25-35 ALA. BOX J14 KAREN SHY, 23 with GSOH, seeks good conversation and more. BOX

ATTRACTIVE FEMALE wants to write to 28yrs + guy with GSOH. BOX J16

PENFRIEND WANTED by honest caring lady. 38. petite with GSOH. BOX J17

GENUINE REPLIES all letters answered, penpal wanted for friendship. BOX J18

OUTDOOR, SPORTY tall, blonde, 43 seeks penpal friendship/romance and laughter. BOX J19

YFOVILTON OFFICER/NCO, 40 plus. Genuine. GSOH for caring warm-hearted, attractive divorced

warm-hearted, attractive divorced brunette. BOX J20 SWEDISH BLONDE female — USA seeks marines/sailors for correspon-dence. BOX J21 ACTIVE WIDOW 60's. N/S, GSOH seeks caring gentleman for sincere friendship. Lincoln area. BOX J22

COPPER-BLONDE, blue eyes, 5'5" slim, attractive, intelligent, caring, lively. BOX J23

SINGLE FEMALE 29 (Kent) GSOH seeks single sailors as penfriend. BOX J24

STUNNING TALL female prison officer 23, seeks sexy tall sailor. BOX

FEMALE AGE 22, brown hair, grey eyes likes pubs & clubs. BOX J26
KATH ATTRACTIVE petite brunette seeks sincere serviceman 30 + photo appreciated, ALA, BOX J27

BUBBLY BLACKPOOL blonde 1/yrs. seeks sexy sailor for lasting friendship. BOX J28

ARE YOU crazy and enjoy life if so please write soon. BOX J29

PETITE BROWN cycd Filipina young lady seeks penpal. BOX J30
ATTRACTIVE FEMALE brown hair, green cycs, friendly, outgoing. GSOH seeks penpals. BOX J31
GORGEOUS BLONDE 23, tall GSOH seeks tall fun loving sailor. BOX J32

BOX J32
GEORDIE LASS 29 seeks pen pal
any age GSOH essential. BOX J33
FEMALE AGE 22, interests are music, clubs, pubs and films. BOX J34
CUDDLY 47 year old female seeks
friends for fun friendship. BOX J35
FEMALE 32, small daughter, likes
music danging. Meet someone.

music, dancing. Meet someone GSOH, BOX J36 WICKED WILD Katie 34 years. looking for fun and Forces pen-friends. BOX J37

ATTACTIVE SINGLE mum 30 years, seeks penfriend sailor 30+. Photo please. BOX J38

PROFESSIONAL FEMALE 32, at-tractive, want Navy penpal for friend-ship. ALA. BOX J39

HAPPY-GO-LUCKY, attractive, tall 44 (S. Coast) seeks penpal 40-50. BOX J40

PENFRIEND/RELATIONSHIP wanted. Fun loving female 20 years needs a friend! BOX J41

LORRAINE 46 seeks tall Naval pen-pals with GSOH. BOX J42 DAWN 26 blonde hair bl

5'8" tall. I like 60's/70's music, pubs, eating out. BOX J43 KIM 20 seeks Officer for friendshi relationship. Please send photo. BOX

J44
ATTENTION MATURE sailors aged
38+ for Carric, 40, Bristol. BOX J45
MALE IN navy wanted by 49-50 female who enjoys watching TV, walking and gardening. BOX J46
BORED, FEDUP, lonely, then write

to single female from Yorkshire. BOX

AWAY FROM home and want some-one to write to? BOX J48

TWO STRAPPING 6ft sailors seek females for fun and games. BOX J49 LOVELY YOUNG redhead, educated, fun-loving, seeks Officer and gentleman 30's+, BOX J50

BLUE EYED, attractive blonde (35) seeks male penfriends. GSOH, ALA, BOX J51

Personal

MY NAME is Kim. I'm 26, single 5'2" with eyes of blue. Brown hair, 38-28-38. GSOH, great personality (nick name Smiler). Like going out in general, love cooking, writing, Looking for male age between 22-32. NAVY NEWS BOX 9607.

SINGLE 25 year old lady from Liverpool would enjoy correspondence from likely lads aged 26-35. Nationally unimportant, everyone will receiv a reply. NAVY NEWS BOX 9608.

Pen Pals Wanted

Would you like a pen pal? - We'v got lots waiting to write to you! Interested?

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Navy gets its first woman **Anglican** chaplain



THE Rev. Sally Theakston become the first Anglican woman priest to join the Royal Navy as a chaplain.

Sally, who moves from a senior curacy in Putney, has been an active chaplain to the Sea Cadets. She has been in holy orders for seven years and was one of the first women to be ordained in the diocese of Southwark two years ago.

Sally was joining HMS Sultan as assistant chaplain on June 3 and will undergo a short course at Britannia Royal Naval College Dartmouth in September.

Simon is best met student



Lt Simon Wynn of RN air station Culdrose has won a Herbert Lott Prize for being the Navy's best meteorology and oceanography student last

TROPHY WIN **BY NOVICE** RACER CHRIS

AGAINST stiff competition, novice racing motorcyclist Chris Holland managed to gain a trophy with a hard-fought third place during a racing weekend at Caldwell Park, Lincolnshire.

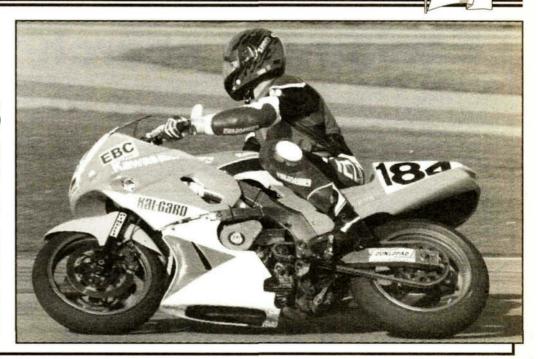
"At the finish line there was only 0.8 of a second between me and the winner," said CPOAEA(M) Holland (pictured during the race).

"This is my personal best result as I have only raced twice before – and I'm still recovering from a broken hand I sustained in a skiing

accident five weeks ago." Chris has no backing except the help of his friend Andy Harris as his pit mechanic.

During the meeting his per-formance on his Kawasaki ZZR 600 improved, from 11th place in the first race to ninth, sixth and two fourth places in the subsequent events.

Chris is a member of the RN Motor Sports Association and the New Era Road Racing Club which organised the Caldwell Park meeting.



Recycling idea saves over £4,000



Waste not, want not . . . Lt Cdr Grimsley and Lt Simon Lewis receive their £250 award from Capt Capt John Lippiett

AN IDEA which has made HMS Dryad greener, cleaner and less costly, has won an award for two officers at the estab-

Enlisting the help of Dryad's refuse officer – WO Dave Swift – Lt Cdr Kevin Grimsley and Lt Simon Lewis have implemented a successful waste recycling programme which includes paper, cardboard, glass and aluminium.

Over the past 12 months the establishment's waste removal costs have been reduced from £10,500 to £6,000 - with an added bonus of £200 a month earned from the collection of

waste paper.
Both officers received a £250 Herbert Lott award from Dryad's Commanding Officer, Capt John Lippiett.

For Less Than £500

Alvin takes middle age in his stride



Marathon man Cdr Alvin Rich

VETERAN runner Cdr Alvin Rich (45) completed the London Marathon in 2 hours 38 minutes, to be placed a creditable 155th.

Cdr Rich, serving at HMS Osprey, often runs ten miles a day in training and is a world record holder for the marathon at his age and weight. This was his 28th marathon

and fifth London event. "I didn't start running marathons until I was 28," said the former rugby player, "and I managed my best time of 2 hours 28 minutes just after my 40th birthday."

LYNX PRIZE DOUBLE



DOUBLE honours have been won by Lt Andrew Betton (right) in

the latest round of Fleet Air Arm awards.

As well as winning the Falcon Trophy as the best General List aviator to qualify for observer's wings in 1995, he took the £75 Sir Dudley Pound prize as the best Lynx observer to complete oper-

ational flying training.

The Sir Dudley Pound prize for best Lynx pilot was won by Lt Will Banks (left). Both officers are members of 815 Naval Air Squadron based at HMS Osprey.

Birmingham team shot

WITH the wind in their eyes, three Brummies brave the exposed foredeck of HMS Birmingham for a "team shot" with a Second City priest (centre) and their Commanding Officer, Cdr Michael Evans.

The three – (I-r) LCH Martin Knight, LS(R) Red Snape and LSTD Mo Morris – met Fr David Lacy when he visited the ship at sea during postrefit trials.

Fr Lacy, a priest of the Archdiocese of Birmingham, has spent 14 years seconded to the Navy and is at present Catholic chaplain in HMS



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Equipment search for toxic compoun

been directed to identify any equipment which may contain particular compounds which have been linked to environmental and health problems.

PCBs – polychlorinated biphenyls – occur in industrial applications as low viscosity oils or as more viscous iquids or resins, and are used as dielectrics in capacitors and trans-formers made before 1977, although they may occur in items manufac-tured after that date.

They have also been used as vacu-um pump fluids, heat transfer fluids,

plasticisers and fire retardants.

They have been banned in new equipment for the past ten years, and the UK with other European states has agreed to destroy all remaining

PCBs by the end of the century.
PCBs can produce very toxic dioxins when heated. In normal use they are contained within the equipment and present no danger. However, if they leak or in the event of fire there is a risk to health if they are absorbed by the body through the skin, by ingestion or if the vapour is inhaled.

Immediate effects may include irritation to the eyes, nose and throat, fatigue, nausea and abdominal pain. Long-term exposure may result in an acne-like rash, increased skin pigmentation, changes in the blood and liver damage.

And because PCBs are very resistant to chemical and biochemical degradation they persist in the envi-

Warning

A review group has been set up to identify the whereabouts of PCBs in defence equipment, and Defence Works Services has produced a technical bulletin to help personnel to identify PCBs in their areas of responsibility.

Equipment which is found to contain more than five litres of PCBs will be phased out, while waste contain-ing more than 500 parts per million of the compounds will need to be regis-

However, personnel are being warned that they should not under any circumstances try to take equip-ment apart to establish PCB content.

PCBs should not be handled routinely without authority of the appro-priate department, and in dealing with spillages at ambient temperatures, personnel should wear a full-face respirator fitted with a suitable canister. If dealing with hot liquid containing PCBs, self-contained breathing apparatus should be worn.

In the event of contamination, skin contact should be treated by washing in soap and water and removing and washing all contaminated cloth ing. If eyes are affected they should be floooded with copious amounts of water for at least ten minutes.

If the casualty has inhaled the vapour, they should be removed to a well ventilated room and kept warm. Ingestion should not be treated by encouraging vomiting. Instead the casualty should be kept warm and DCI GEN 107/96

45 Navy houses for sale

THE NAVY is offering for sale 45 surplus family quarters at a discounted rate to Service people of between £16,800 and £47,600.

Prices depend on size and location. Nineteen properties are for sale at Rosyth, 12 at Deal in Kent, eight at Helston, Cornwall, six at Helensburgh on the Clyde, and two at Weymouth.

The closing date for applications for discounted sale is May 31, and details are contained in the Joint Service Housing Advice Office Bulletin No. 158. The JSHAO headquarters is at Salisbury (tel. 01722 438237).

● The JSHAO is running a resettlement briefing on housing options at Rosyth on November 13.

Families' right to Service hospital ends

DEPENDANTS of Service personnel have lost their automatic right to treatment in a military hospital or Ministry of Defence Hospital Unit (MDHU). The measure also affects MOD civilians and most retired Service people.

In the UK only serving members of the Armed Forces and former Far East prisoners of war will now have a right to free treatment in Service establishments. Dependants overseas will also be entitled to free treatment on referral back to UK.

> The change has been made as a result of cuts in the Regular secondary care organisation of the Services to a base sufficient to sup-port the medical operational establishment of contingency forces. There is now no spare capacity in Service hospitals.

GP referral

Military medical units will only be able to accept otherwise ineligi-ble patients if they are referred by GPs covered by contracts or service level agreements with the Service hospital or National Health Trust

If the patient is referred from outside the catchment area they will be accepted for treatment when the patient's local health authority or GP fundholder agrees to pay for the treatment through an extra-contractual referral, as long as admission does not hinder the unit in achieving its contracted workload. DCI GEN 119/96

Picture contest

PRIZES totalling £500 are being offered in this year's RN Amateur Photographic Competition.

The money has been provided by shipbuilders VSEL, and entries which fulfil the rules must reach Director Public Relations (Navy) by September 6

DCI RN announcement

Contractor to deal with oil clean-ups



'Follow that slick!'

OIL SPILLAGE involving the Ministry of Defence will be dealt with by a contractor - Global OPD.

The two-year contract to provide a 24-hour emergency oil spill service came into force at the beginning of this year. In the event of an accident the contractors will provide experienced supervisors and personnel, containment and recovery equipment and

the vehicles to transport it.

Also provided is pollution control training for MOD personnel Also provided is pollution control training to the costs. if requested. Units requesting services will meet the costs.

DCI JS 51/96

Dartmouth move for **SD initial training**

INITIAL TRAINING for Special Duties officers of all branches will move to Britannia Royal Naval College, Dartmouth in a phased plan over the next two years.

Those in Seaman, Supply and Medical branches will switch to the new SD Officers Dartmouth Course (SDODC) from the start of this summer term. From then on it is planned to run an SDODC each

Engineer Branch trainees will be phased into Dartmouth next

THIS regular feature gives general information about new Defence Council Instructions affecting conditions of service. In the event of action being taken the full original text should be studied. should be studied.

The change has come as a result of the Officers Study Group Report and the planned closure of the RN College, Greenwich.

The new, 13-week course will start in the second week of the BRNC term.

The first part of the course will concentrate on leadership and management, the second on com-munication and written skills, political and defence studies and social and cultural broadening".

Whenever possible it will be a combined course of all branches, taking into account the need to conduct training economically.

All SD officers will join Darmouth as sub-lieutenants

DCI RN 86/96

Guidance on managing civvies

A BOOKLET on the management of civilians has been produced for Service offi-

The concise guide covers the constitutional basis of the employment of civilians and their personnel management

There is an outline of some key topics affecting civilian careers and a description of some of the rights and expectations civilians have which might differ from their Service colleagues.

The booklet includes a section on what being a Service manager means in terms of responsibilities. It gives a glossary of terms and abbreviations and indicates where to find more guidance when needed.

However, the guide is not intended as a definitive statement and does not supersede the the rulebooks contained within the MOD personnel manual and other manuals where the full range of terms and conditions are set out.

Unit administrative officers are advised to demand sufficient copies for all Service personnel in their area of responsibility who manage civilians. Send to CSE 3b Llangennech, Llanelli, Dyfed, SA14 8YP. DCI GEN 144/96

WE ARE GOING TO MAKE AN EXHIBITION OF OURSELVES



50TH ANNIVERSARY AND PEOPLE IN ENGINEERING EXHIBITION PROGRAMME



FRI 21 JUNE:

Royal Review of the Exhibition **Royal Divisions**

MON 24 JUNE:

Official Opening and VIP day Foreign and Commonwealth day Official Reception

TUE 25 JUNE: **Trade Day** MOD PE and CFS Veterans

WO and SR's Day WO and SR's Mess Dinner JR's Dinner and Dance

WED 26 JUNE:

Trade Day Mod PE and CFS JR's and Veterans Day **Public Open Afternoon**

THUR 27 JUNE:

Schools and University Day **Public Open Day Captains Table Competition**

FRI 28 JUNE:

VIP Day / Trade Day Public Open Day (TBC) Foreign & Commonwealth Day MOD PE and CFS Officers Day Officers Dinner

A DYNAMIC EQUIPMENT, TRAINING AND CAREERS FAIR

Over 50 top companies will be in attendance. The aim is to promote engineering into the next century with an emphasis on our most important factor - the people. This will be a unique opportunity to see the Navy and Organisations working together alongside state of the art equipment.

A kaleidascope of events are planned to celebrate fifty years of the Weapon Engineering Specialisation. FOR FURTHER DETAILS CONTACT:

THE ANNIVERSARY PROJECT OFFICE, HMS COLLINGWOOD, FAREHAM HANTS

TEL: 01329 332044

British Legion (75) goes in search of its youth

are trying to give the organisation a more youthful image as it approaches its 75th anniversary.

The RBL plans to target young people, the vast majority of whom it believes supported its two-minute silence campaign last year. President of the Legion, Vice Admiral Sir Geoffrey Dalton, is challenging branches and clubs to reduce the average age of their members by recruiting younger people.

They would help with ambitious plans which will enable the RBL to

the next century.

This year's fund-raising events are expected to raise millions for the organisation which was established in July, 1921 in the wake of the carnage of the First World War. Among them

An Open Day and National Rally at Weston Park, Shropshire on July 20 (10am to 6pm). Attractions will include a free-fall parachute display, a military show, bands, kite flying, the Battle of Britain Memorial Flight, street entertainers, stalls, a Beat Retreat ceremony and fireworks. Admission for members is free, non-members being charged $\mathfrak{L}3.50$ for adults and $\mathfrak{L}2$ for children.

130-mile walk

During the day three members of the staff of Somerset Legion House convalescent home will arrive at the Park after completing a 130-mile sponsored walk from Weston-super-Mare. Their aim is to raise £30,000 for a

minibus for disabled patients.

The Great British Poppy Chain will be laid along 75 miles of the Norfolk coast between Cromer and Great Yarmouth on August 25. Each of the 4,752,000 inches of the chain can be sponsored for £1. A Pedal to Paris Cycle Rally will take

place on September 5-8. Five hundred riders will cycle from Greenwich to Paris (via ferry), covering the 265 miles in just over three days.

In addition to these events, the Queen and Duke of Edinburgh will attend a commemorative service at Westminster Abbey on July 11, and a week later Earl Haig – son of the Legion's founder – will take the salute

at the Royal Tournament.

And in October the RBL is introducing the Legion Awards, a national and international awards scheme which will become an annual event. Recipients will be selected from nominees who have shown exceptional support for the work of the ex-Service community.

 On May 20 an RBL helpline –
 Legionline – was launched by BBC
 chef Gary Rhodes. Sponsored by Tate & Lyle, the line is for the 16 million Service and ex-Service people needing advice on anything from pensions and benefits to small businesses and training schemes. The number is 0345 725 725.

Brave visit is trail-blazer in Guatemala

A VISIT to Guatemala by HMS Brave is being hailed as a landmark in Britain's relations with the South American state bordering Belize. It is thought to be the first visit by a Royal Navy warship in living memory.

The courtesy call - unthinkable in previous years due to Guatemala's threating attitude to Belize - came in the wake of democratic and human rights reforms.

After the ship sailed in firing a 21-gun salute, Brave's Commanding Officer, Cdr Tony Johnstone-Burt, and officers and ratings were guests of the Guatemalan navy to witness the ceremony of Main Deck Colours at the Atlantic naval base in Puerto Santa Tomas de Castilla.

Cdr Johnstone-Burt told the gathered British and Guatemalan sailors that the visit was the high-light of the frigate's highly success-ful spell of duty as West Indies Guardship. "It is an honour that HMS Brave should be chosen to form this historic link between our Services," he said. After the ceremony a press con-

ference was held on board at which the CO was accompanied by the British Ambassador, Peter Newton, and the British Defence

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Attache, Col. David Farrant.

On the second day of the three-day visit, the CO and First Lieutenant, Lt Cdr Barney Wainwright, were flown with the Ambassador to Guatemala City for a meeting with the Guatemalan Chief of the Defence Staff.

Village aid

During the stay a children's party was held on board, and members of the ship's company took the opportunity to tour the ancient sites of the Mayan civilisation.

A team of 30 officers and men, led by the Marine Engineering Officer, Lt Cdr Richard Tarran, travelled up the River Dulce, deep into the rainforest, to carry out construction work at a village pro-ject site set up to help the Mayan indians to help themselves.

In one day the Navy task group designed and constructed a 50ft wooden jetty, built a wharf using tyres, rocks and cement, repaired outboard motors and painted the

Earlier in her deployment, Brave made two visits to Antigua where the ship presented a Battle Ensign, a miniature cannon and Tot mugs to the Royal Navy Tot Club of Antigua and Barbuda, a club mainly for former RN person-

Members of the ship's company were invited to the club to join in the routine of toasting the Queen in rum at 1800 each evening.

Music plea by band

HMS Brave's Volunteer Band, formed last year by PO(S) Richie Tolton, has a problem.

Although it is going from strength to strength and now has a core of 14 regular players keen to widen their repertoire, they are short of band sheet music - and would be very grateful to anyone who could donate some. (Postal address: HMS Brave, BFPO 233).



LSEA Jack Russell adopts a Saintly pose in HMS Southampton as visiting Sea Scouts display their Southampton FC scarf.

SOUTHAMPTON'S

THERE was a distinctly youthful flavour to HMS Southampton's visit to her namesake city. Among the visitors to the Type 42 destroyer were no fewer than four Sea Cadet units from Basingstoke, Bournemouth, Tidworth and Southampton itself.

Others stepping on board included 9th Itchen Sea Scout troop and science students and RN Unit members from Southampton University.

Adding balance to the tide of youngsters were members of the city's RN Association who, besides

visiting the vessel, held a reception

Gifts were exchanged at a civic reception, the Mayor presenting the Commanding Officer (Cdr Keith Winstanley) with a painting of the city, and the CO giving a plaque for the Town Hall.

At a reception on board the fol-lowing evening BRNC Corps of Drums performed Beat Retreat and Ceremonial Sunset.

As a result of charity events during the visit, £1,000 was raised for the Rose Road Centre. A 30-length sponsored pool swim by LSTD George Smith and SA Oli Pyner also raised £700 for the cen-

Nelson letter surfaces on Roadshow



Antiques Roadshow presenter Hugh Scully is shown the ropes by WTR Ray Duffy during filming at Portsmouth Naval heritage centre for a show in the BBC series.

Picture: LA(PHOT) Penny Taylor

was one of the treasures to surface during the filming in Portsmouth of BBC TV's "Antiques Roadshow"

The letter, referring to Naval recruitment, had been bought about 20 years ago for £150. Now, Roadshow experts believe it to be worth about £2,000.

Almost 5,000 people queued to have their antiques assessed in the Naval base heritage area. Among the items discovered by the Roadshow team were a Victorian seascape worth up to £15,000, two Dutch pictures bought for £35 and now worth up to £8,000, and an unusual pocket globe made in 1790 which the experts predicted would fetch up to £1,800 at auc-

One of the rarest finds was a Chinese Ming vase which, because of damage was worth 'only" £5,000 to £10,000.

The programme will be screened in the autumn if BBC plans to alter the timing of the series go ahead. Otherwise it will be shown in the new year.

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NEWSVIEW -

Star turn that turned again

LAST MONTH HMS Repulse completed the last of the Polaris patrols – she was the last of a star turn that has maintained Britain's deterrent for nearly 30 years.

Eighty years earlier, almost to the day, one of her sisters' forebears, HMS Revenge, was performing a version of the same function as she took part in the Battle of Jutland.

Historians have argued over this encounter ever since. What most people in Britain comfortably expected to be a second Trafalgar seemed at first sight to have been a disappointingly indecisive action - and one in which the Royal Navy actually lost more ships and men.

Yet the long term result was that the German Fleet remained effectively bottled up at Kiel for the duration, never again daring to confront the Grand Fleet in strength. And so the 1916 UK deterrent had achieved its purpose.

It has been argued that the Grand Fleet did that simply by being at Scapa Flow, supporting the blockade and presenting a threat to an inferior force which could not match it head on - that the Battle of Jutland was unnecessary, in fact: the British did not need to

force a battle and the Germans could not risk one. Since 1968 the Royal Navy's Polaris submarine force has done exactly the same thing - not by countering an inferior force exactly, but by maintaining the menace of a devastating response that would cause a potential aggressor to think again.

The fact that it never had to fire a shot in anger is the outstanding testimony to its efficacy - as it is to any deterrent force.

The same might be said of the massive fortifications that ring Portsmouth, the RN's historic home. Now merely tourist attractions, they once made this the most heavily defended city in the world - and were derided as "Palmerston's folly" because their strength was never tested.

Today the Trident submarines - twice as big as the Polaris boats and carrying a much more powerful payload - may hope to carry on in the same tradition.

By never, the Editor of Jane's Fighting Ships' dire warnings notwithstanding, being put to the test

Below: a rare view of HMS Revenge, Repulse and Resolution in company in 1987.



QUOTE: "As I speak, the Royal Navy has 62 ships at sea. That is not a Fleet in decline.

First Sea Lord Admiral Sir Jock Slater, at the Mansion House, London, 22 April 1996 (see opposite).

"Super-pros" - that is how a French officer descibed the Royal Navy's personnel in a front page article in Le Monde last month. President Jacques Chirac has said he plans to remodel the French military in the British image.

Charity begins at KGFS, says First Sea Lord

towards King George's Fund for Sailors, First Sea Lord Admiral Sir Jock Slater told the fund's annual meeting.

Naval personnel were "woefully ignorant of all it does and can do", he said in a speech at London's Mansion House. "As I speak, the Royal Navy has

62 ships at sea. That is not a Fleet in decline.

But he regretted the demand for manpower was such that "sailors no longer grow on trees" to be

taken off to work for charity. Chairman Admiral Sir Brian Brown had earlier marked out the Scottish Area for particular praise for their fund raising efforts over the past year as reflecting the "con-tinuing respect and affection for sailors" by people north of the bor-der. They had raised three times the target set.

As reported in Navy News in April, KGFS had paid out £2.6m in grants in 1995 - he was sure that

igure would top £3m this year. Total voluntary income, excluding legacies, had increased by £177,000 - 23 per cent - over 1994, some, but by no means all of the growth in fund raising activity being due to the 50th anniversary of the end of World War II.

Legacies

The climate of fund raising continued to be tough and competitive with the effects of the recession still being felt and the influence of the National Lottery still to be determined.

Considerable effort had gone into the expansion of KGFS's donor base with particular emphasis on the Merchant Navy.

Admiral Brown noted with regret that legacy income was well down on the record total achieved in 1994, reflecting a growing tendency for more money to be retained for family rather than given to charity.

Bequests to the Fund presented very special and effective opportunity to remember less fortunate seafarers and their dependants and investment of legacies received in the past had enabled the Fund to build a portfolio that now provided over half of the sum distributed in

grants.

Admiral Slater presented the President's Award of Merit to the following individual supporters: Capt Robert Moland (East); Mr Neil Meerza (London and Home Counties); Mrs Rokie Shiffner (Midlands); Mrs Brenda Somerset-Jones (North West); Mr William Benton (Scotland); Mrs Rosemary Coyell (South East) and Capt Covell (South East) and Capt Peter Hore (South West).

The following letter has been received from the Manager of the White Ensign Association, Capt David Wixon:

A feature devoted to Service charities in the April issue of Navy News highlighted record pay-outs as a result of mounting demand on Service funds.

Col Courtenay, British Legion field officer for Devon was quoted, expressing concern for those leaving the Service under the redundancy programme, whereby bad money management had led them into financial hardship. It is hoped that the person to

whom he refers was not an ex member of one of the Naval Services

The White Ensign Association was founded in 1958 specifically to provide free unbiased advice to all Naval personnel, serving and retired, on all matters of personal finance to protect them from just such dangers. Dangers which sadly seem just as prevalent today as 40 years ago.

Investment

The work of the Association is aimed at encouraging sound investment, discrimination over the choice of financial advisers and the provision of help generally across the broadest range of activity associated with the transition from service to civilian life.

This includes advice and guid-ance in the job search arena.

The Association's charter is based upon the need to provide help to all those who have served with any of the Naval Services.

to full Admiral, men and women, and members of their families as

Currently the Association sees well over 1,000 people a year. In the present climate of redundancies about 60 per cent of the case work concerns those people leaving the Service.
The Association is sympathetic

to the problems faced by the serviceman mentioned by Col Courtenay who clearly got through £100,000 in a short space of time. It is obviously too late now to do much other than help him recover from all of this.

It does, however, clearly demonstrate the need to advertise the facilities of the Association, not just to Naval per-sonnel leaving the Service, but also to other charities who may be trying to help those in need of

sound advice.
The Staff of the Association visit all main naval establishments twice a term and Portsmouth and Plymouth Naval ments twice Bases almost every fortnight. We are pleased to be contacted at our headquarters in HMS Belfast on the River Thames at any time on 0171 407 8658 (Fax 0171 357

 Last year's 'Tribute and Promise' appeal marking the end of World War II raised £350,000, now disbursed to 25 charities. Patron Dame Vera Lynn told Navy News: "Many individuals in need of help, as a consequence of World War II, have been identified, but there is still much work to be done in support of the wartime generation by the whole community.

We must not forget them just because the commemorations have



Capt Peter Hoare receives the King George's Fund for Sailors President's Award from First Sea Lord Admiral Sir Jock Slater.

The Battle of Jutland, May 31st 1916

JUTLAND greatest sea battle the world had ever seen with the full might of the British and German fleets ranged against each other.

Never before had virtually the entire naval strength of two industrialised nations faced off in a single contest, and despite confusion caused by bad weath-er, gun smoke and poor communications, the battle was intense.

More than 250 warships took part in the action between May 31 and June 1, 1916, and 25 were sunk with the loss of 8,645 men and over 1,000 wounded.

Although Britain lost more ships and men in the battle it was the last time the German High Seas Fleet put to sea in strength to challenge the supremacy of the Grand Fleet.

Fatal flaw

But Jutland was not the decisive victory that Britain had hoped for, and debate about the Navy's tactics continues to this day.

One reason for the heavy British losses at Jutland was the design of Royal Navy bat-tlecruisers which sacrificed armour for speed and firepow-er. For the Queen Mary, Invincible and Indefatigable the flaw proved fatal.

While the German navy had learned from bitter exper nce in the Battle of Doggerbank that their powder magazines were vulnerable to flash fire and added extra protection, the Royal Navy had actually reduced the number of flashtight hatches to maximise their rate of fire.

The German gunnery was fast and accurate and HMS Indefatigable and HMS Queen Mary were blown to pieces within 25 minutes of each other after salvoes fired from 10 miles away scored direct

Victory, but no Tra

EIGHTY years ago this month 151 warships of the British Grand Fleet sailed from Scapa Flow and the Firth of Forth under Admiral Sir John Jellicoe acting on intelligence that the German High Seas Fleet was putting to sea.

The ensuing battle with 110 German ships commanded by Admiral Reinhard Scheer was broken off at daybreak on June 1 when the German Fleet were chased back to harbour.

The Royal Navy endured heavy losses and a decisive victory, the expected "Second Trafalgar" eluded them. But the German navy never again dared to challenge the Grand Fleet in its entirety.

The commander of the Battlecruiser Squadrons was Vice Admiral Sir David Beatty.

Seeing the explosions from his flagship HMS Lion, he

remarked: "There's coolly something wrong with our bloody ships today."

Later HMS Invincible, flag-ship of Rear Admiral Hood, was hotly engaged in a close action with the battlecruiser Derfflinger when she was struck amidships by a 12-inch shell.

It ignited 50 tons of cordite and the massive explosion blew the ship in two. Invincible's bows and stern of remained above water long after the battle as the rest of the ship lay on the shallow floor of the North Sea. Only six of the 1032 officers and men on board survived.

An observer of HMS Queen Mary's end described the power of the blasts as aweinspiring: "First the funnels and the mast fell into the mid-dle and the hull was blown outwards. Then the roofs of the turrets (solid sheets of armour weighing some 70 tons) were blown 100ft high."

These three explosions alone accounted for more than half of the 6,094 men who lost their lives in the service of

Narrow escape

Admiral Beatty and HMS Lion had a narrow escape when the ship was hit in the

Everyone in the gun house was killed but Royal Marines Major Francis Harvey, who had lost both legs, managed to give the order to flood the Q magazine before the flash reached the handling room.

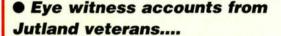
His action saved the ship and her crew and earned the battle's first posthumous VC.

Another posthumous VC from Jutland was awarded to Boy Seaman Second Class John Travers Cornwell serving in HMS Chester.

His ship was ordered to investigate gun flashes to the west of Rear Admiral Hood's position and ran into the full force Admiral Hip Second Scouting Group.

Chester was hit 17 times before she could fall back and and all but two of Cornwell's gun crew were killed or wounded. Cornwell, himself mortally wounded, stayed at his exposed post under heavy fire with, in the words of his commanding officer: "Nothing but his own brave heart, and God's help, to support him."

 Continued on the centre pages...



 Historic pictures from the Imperial War Museum....

Turn to the centre pages

the Grand Fleet. midships turret by the Lutzow.

Admiral John Jellicoe on board HMS Iron Duke

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WE WERE THERE... VETERA

Guns lit up the sky

AS A 16-year-old midshipman in the foretop of HMS Indomitable in Admiral Hood's Third Battle Cruiser Squadron, Arthur Layard had a grandstand view of the battle.

"I can remember the continuous ripple of flashes all along the enemy line but in the poor visibility the ships could never be seen clearly.

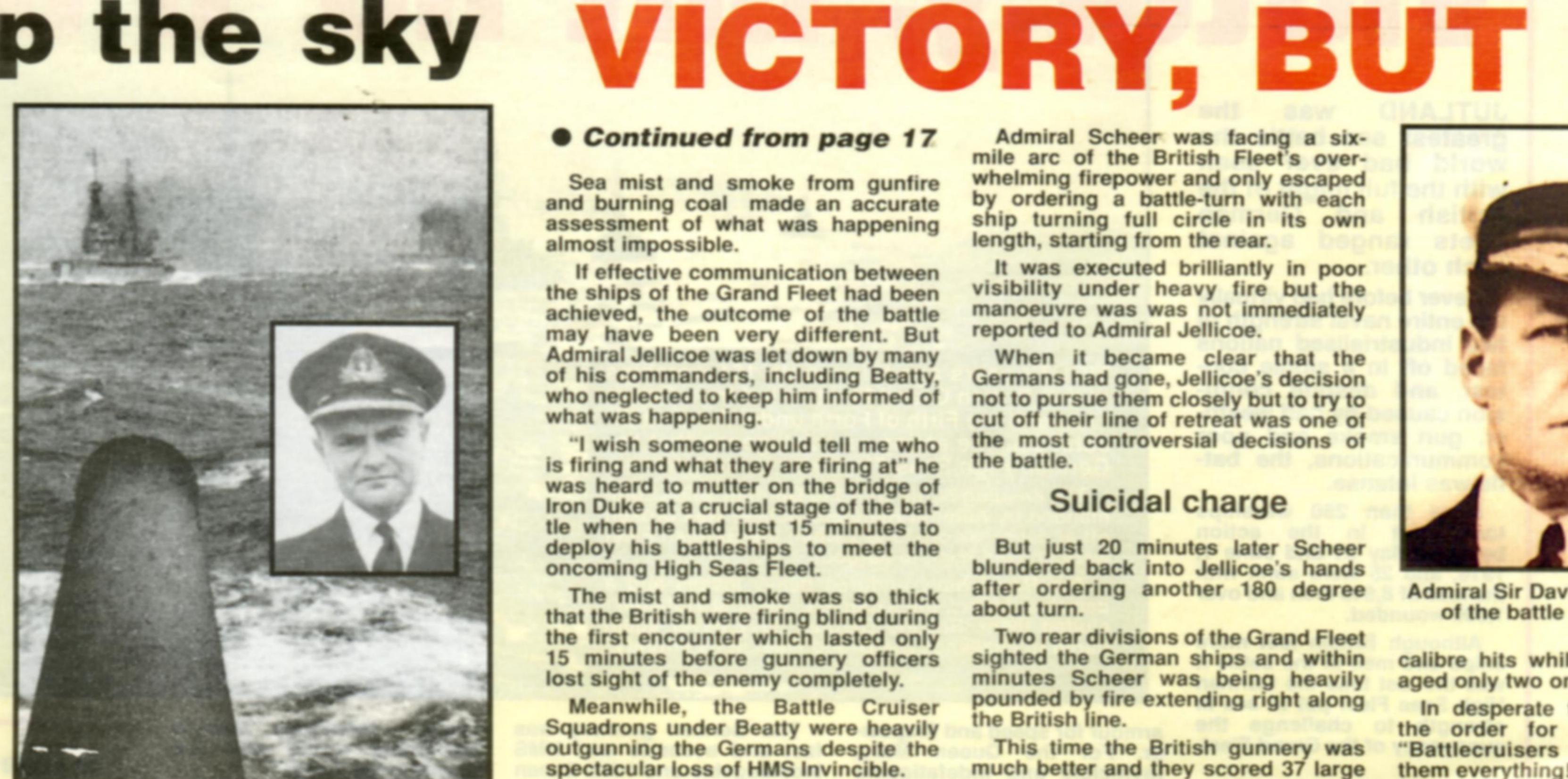
"The squadron firing was very good and we were hitting the enemy hard. I found the noise of our guns very heartening as they drowned out the rumbling noise made by shells passing over us and the crack of those falling short, although the enormous columns of water thrown up were only too visible and uncomfortably close.

"During this action the Invincible was hit by two salvoes in quick succession and blew up. Although we were only separated from her by the Inflexible, nobody in the foretop realised what had happened as we were fully occupied with fire control duties.

"The first we knew of it was when, close to starboard, we passed the bows and stern of a ship sticking out of the water and some half a dozen people clinging to the wreckage.

"It was a grim and sad moment when we realised that we were passing all that remained of our flagship."

Later in the battle he saw the Grand Fleet coming into action astern: " Through the haze and smoke I could see what appeared to be one continuous line of flame from the flashes of their guns extending over an arc of about 60 degrees, a truly tremendous sight."



HMS Indomitable in action at Jutland. By WWII, Arthur Layard (inset) had a command of his own

Continued from page 17

Sea mist and smoke from gunfire and burning coal made an accurate assessment of what was happening almost impossible.

If effective communication between the ships of the Grand Fleet had been achieved, the outcome of the battle may have been very different. But Admiral Jellicoe was let down by many of his commanders, including Beatty, who neglected to keep him informed of what was happening.

"I wish someone would tell me who is firing and what they are firing at" he was heard to mutter on the bridge of Iron Duke at a crucial stage of the battle when he had just 15 minutes to deploy his battleships to meet the oncoming High Seas Fleet.

The mist and smoke was so thick that the British were firing blind during the first encounter which lasted only 15 minutes before gunnery officers lost sight of the enemy completely.

Meanwhile, the Battle Cruiser Squadrons under Beatty were heavily outgunning the Germans despite the spectacular loss of HMS Invincible.

Admiral Scheer was facing a sixmile arc of the British Fleet's overwhelming firepower and only escaped by ordering a battle-turn with each ship turning full circle in its own length, starting from the rear.

It was executed brilliantly in poor visibility under heavy fire but the manoeuvre was was not immediately reported to Admiral Jellicoe.

When it became clear that the Germans had gone, Jellicoe's decision not to pursue them closely but to try to cut off their line of retreat was one of the most controversial decisions of the battle.

Suicidal charge

But just 20 minutes later Scheer blundered back into Jellicoe's hands after ordering another 180 degree about turn.

Two rear divisions of the Grand Fleet sighted the German ships and within minutes Scheer was being heavily pounded by fire extending right along the British line.

This time the British gunnery was much better and they scored 37 large



Admiral Sir David of the battle cr

calibre hits while aged only two on h

In desperate tro the order for a Battlecruisers a them everything!"

Strange experience

ABLE SEAMAN Harold Bryce was a sightsetter on a four-inch gun in the light cruiser HMS Blanche. Shortly before Jutland he had 14 days pay and leave stopped and so fought the battle at no cost to His Majesty!

He recalls seeing the 25,000 ton super dreadnought Iron Duke in action, the loss of HMS Invincible and the results of the short, sharp night encounters between the British and German ships.

"Later in the night I saw a number of our destroyers on fire, red flames lighting up the night sky.

"The destroyer HMS Munster came alongside and took on medical supplies to deal with the casualties.

"One of these was Boy Cornwell, the mortally wounded sight-setter from HMS Chester, and like me, just 16. He deserved his Victoria Cross.

Tall ship

"One strange thing that happened during the action, when all the firing was going on, was that a tall sailing ship passed down between the German and British lines. Someone thought it must have been Swedish. It was in full sail as if from another age, another time.

"Blanche never fired her guns, nor did we know if we were winning or losing, it was just excitement all the time. The main action was over by 9pm that night and by dawn we had with-



The battered German battle cruiser Seydlitz, bows down and listing to port. The ship was drawing so much water after Jutland that she grounded off Horn's Reef before making it into harbour.

Nerve-racking time

BOY FIRST Class Arthur Sawyer served in Admiral Jellicoe's flagship Iron Duke: "I was in the torpedo room between the decks" he said.

"It was all a bit nerve-racking, all those alarm bells. We thought we saw submarines, then a mine. It was like living on your nerves.

"When the five turrets fired at the same time the ship stood still and shook. You wondered what the hell was happening. We did get radio messages to say that we had scored seven hits on Konig and we sank a torpedo boat.

"Later I was ordered on deck to be part of a searchlight crew in the night. That was something else. The searchlight had a long beam and we could pick out the enemy. It was all bangs

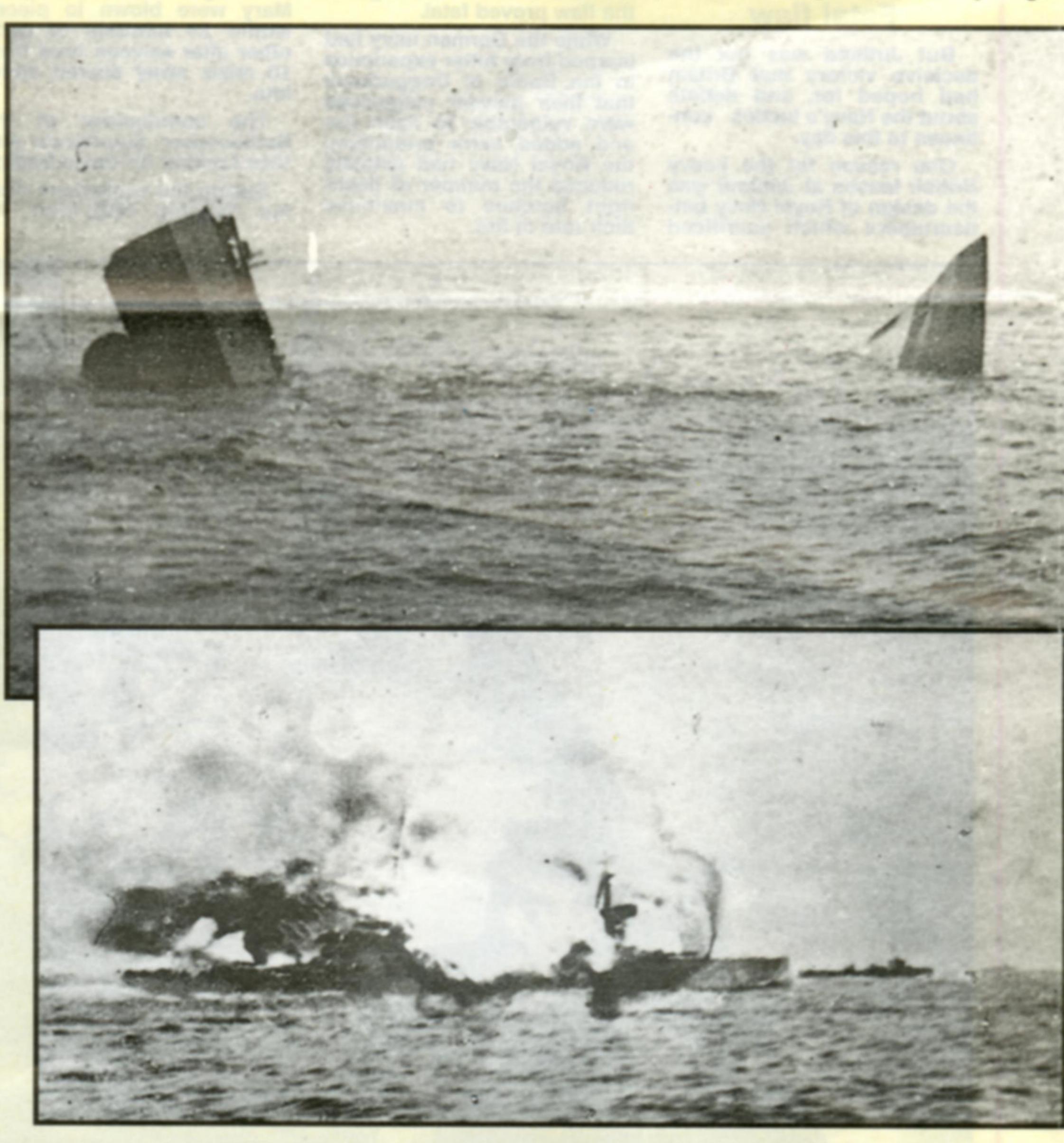
and flashes and then the ship we were firing at wouldn't be there any more, just blackness in its

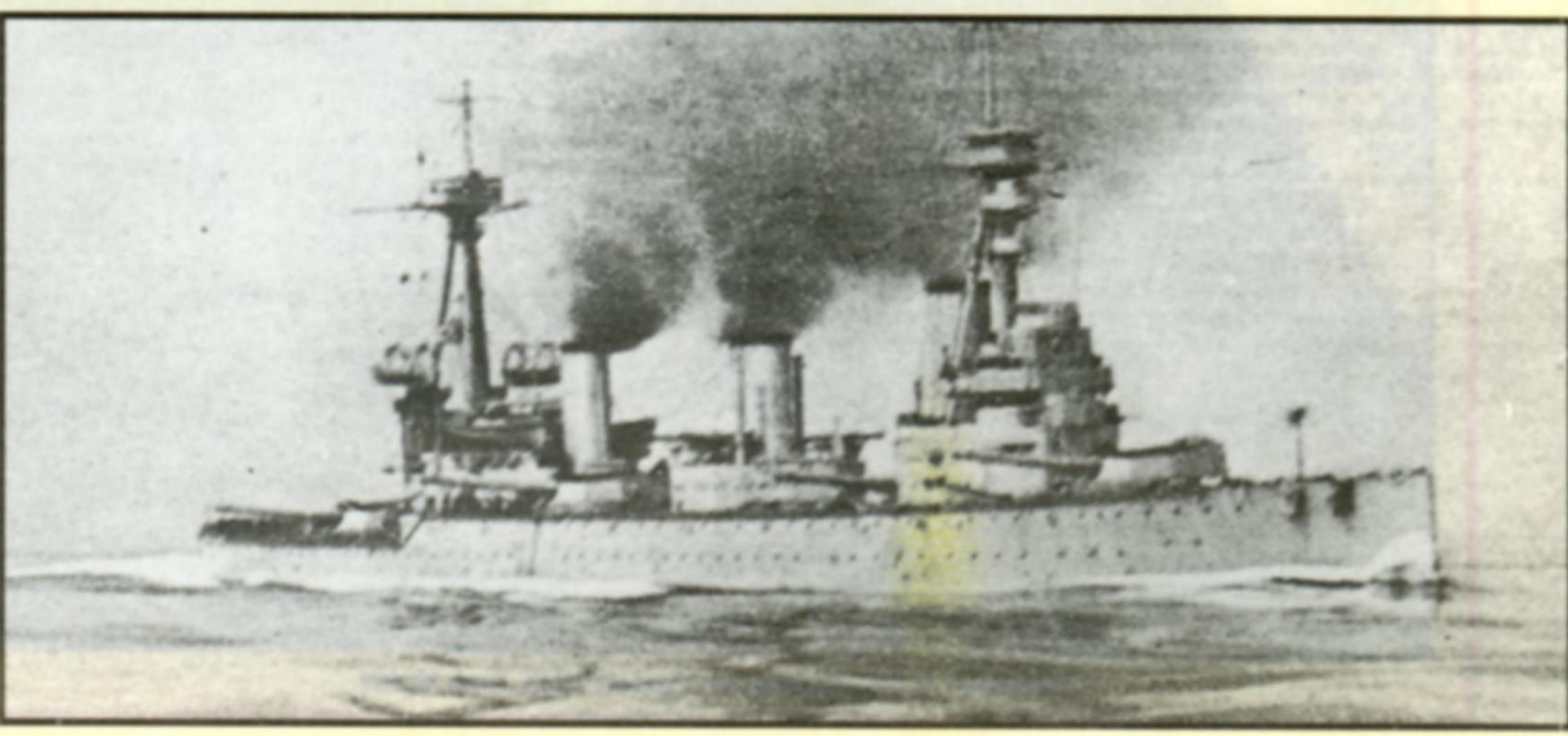
"I always think it was a miracle that more ships didn't collide with each other. We never used our navigation lights, only our port and starboard lights.

Spasmodic flashes

"The battle for us ended in the early hours of the morning, but as the night went on we could see spasmodic flashes from the cruisers who were still engaging the enemy."

"When we got back to Invergordon the first thing we did was to coal and rearm the ship which took pretty well 24 hours non-stop.





NS REMEMBER THE BATTLE

NO TRAFALGAR Bodies everywhere



Beatty, commander uiser squadrons

the Germans man-HMS Collosus.

buble, Scheer gave suicidal charge: the enemy, give

Just one minute later Scheer ordered the battlecruisers to change course to engage the British van and directed his destroyer flotillas to attack and make smoke while the remainder of the High Seas Fleet made a third about turn, losing all semblance of a line.

Jellicoe's decision to counter with a destroyer attack but to turn his ships away allowed the Germans to escape for a second time and led to more debate than any other after the battle.

He argued that attack would have ment facing the German torpedoes at maximum speed, while turning away allowed them all to be avoided at the slowest end of their range.

Others were horrified, believing that further British losses would have been justified to afford the Grand Fleet a victory, repaying the decisive Germans for the heavy casualties inflicted earlier in the battle.

Jellicoe, who in the deteriorating visibility could still get no clear picture of what was going on, later wrote to his wife: "...if only it had been about 6pm instead of nearly dark, we could have had a second Trafalgar."



HMS Bellerophon with Midshipman Brian de Courcy-Ireland inset.

MIDSHIPMAN Brian de Courcy-Ireland was at the battle of Jutland in the Bellerophon, a Fourth nought of the Battle Squadron.

He said: "On May 31 we guessed something was up, we knew nothing but we just had a feeling.

"My battle station was in the turret of one of the 12inch guns and we went into action sometime after five o'clock.

"In the afternoon we were kept very busy and I reckon we fired about 100 rounds and at one point we were rung up to be told that we'd sunk a German destroyer.

Terrible sight

"During a lull we came out of the turret to get some fresh air and there, floating around us, was a whole mass of debris and bodies.

"Some of our sailors were cheering because they thought they were Germans, but unfortunately they were from the Invincible. It was a terrible sight, my first experience of death."



Above: this picture of wreck of HMS Invincible became one of the most famous images of the Battle of Jutland. The torpedo boat destroyer HMS Badger is approaching to pick up six survivors from a company of 1032 officers and

Left: Fifty tons of cordite exploded in HMS Invincible's forward magazines after a shell from the Derfflinger struck her amidships. The force of blast was so great it split the ship in two.

Below left: HMS Indefatigable goes into action. Minutes later she was hit by four shells from Von der Tann and blew up and sank (below) with the loss of 1,017 lives.

Missed opportunity

Just before darkness Beatty clashed

with the first Scouting Group and

scored eight large-calibre hits, five on

the battered Seydlitz, but the main bat-

night actions, the Germans were both

well trained and well equipped. All

Jellicoe could do was to position him-

self between the High Seas Fleet and

their bases and hope to resume the

were fast and furious and the British

came off worst, losing the armoured

cruiser Black Prince, flotilla leader

course and was able to slip astern of

Wilhelmshaven via Horns Reef and the

During the night Scheer changed

Grand Fleet to return to

Tipperary and four destroyers.

The night actions that did take place

While the British had no training in

tle fleets did not clash again.

fight at daybreak.

Amrun Channel.

By 4.40am Jellicoe signalled from Iron Duke: "The enemy has returned to harbour." Putting his head in his hands he groaned: "I missed one of the greatest opportunities a man ever

Beatty, tired and dejected in HMS Lion, said again: "There's something wrong with our ships," adding "and with our system."

Both sides claimed Jutland as a victory but the Royal Navy retained its supremacy at sea and after two years of inactivity in Wilhelmshaven the morale of the German Navy was bro-

In October 1918 when Hipper ordered a final desperate foray, the High Seas Fleet refused to sail, and was finally scuttled at Scapa Flow after the armistice.

Debate about the battle continues to this day, but perhaps the best assessment of Jutland came from a New York newspaper of the day: "The German Fleet has assaulted its jailor, but it is still in jail."



Above: Admiral Reinhard Scheer, Commander-in-Chief of the High Sea Fleet, Jutland 1916

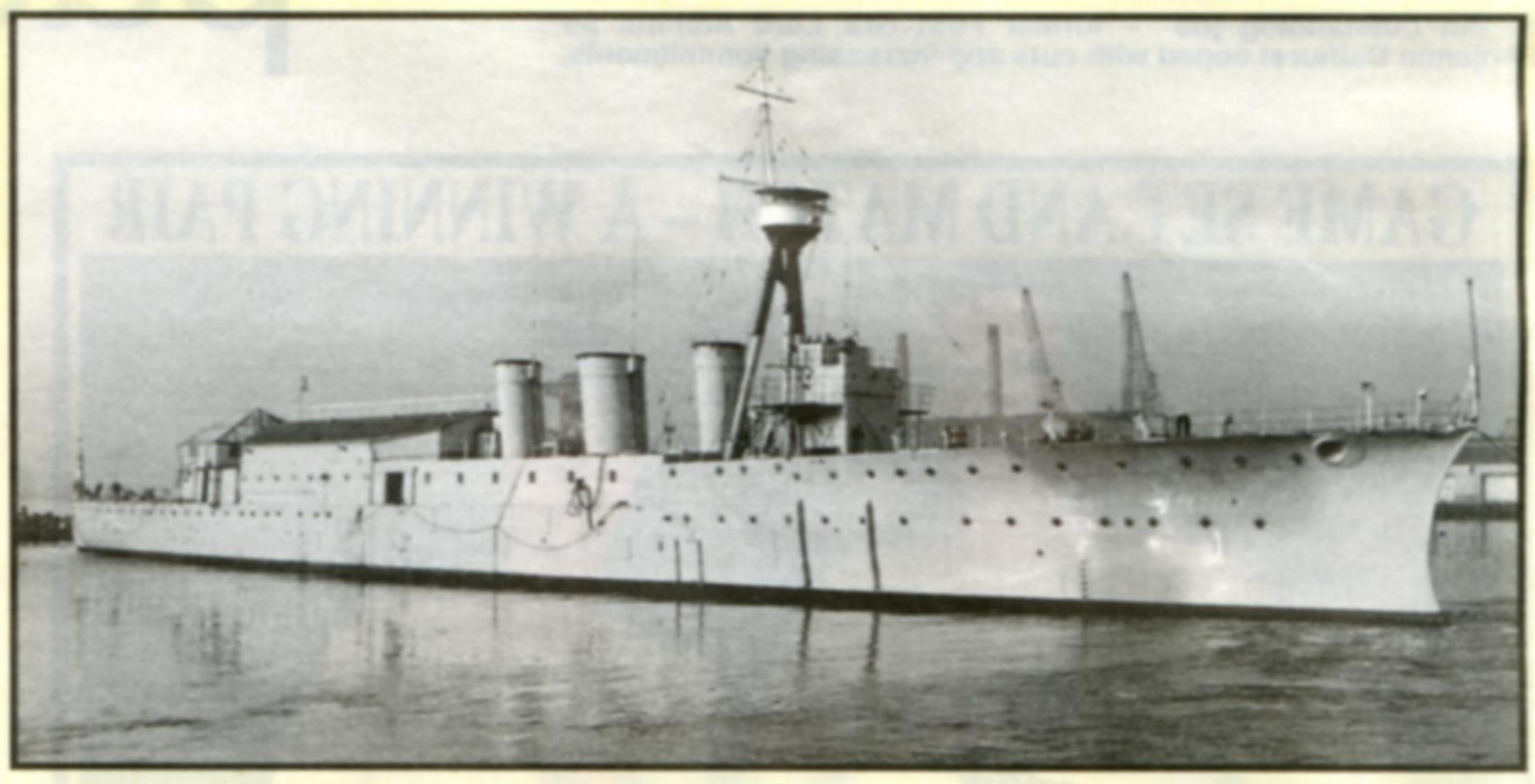
Still going strong JUTLAND veteran HMS Caroline is still in

commission with the Royal Navy 82 years after her construction at Birkenhead in 1914.

The light cruiser fought alongside her sister ship HMS Royalist at Jutland when they were heavily engaged with a German ship in the thick of the battle.

After three years in the East Indies the ship was placed on the reserve list in 1922.

Today, HMS Caroline serves the Royal Navy as a depot and training ship for the Royal Navy Volunteer Reserve in Belfast and is moored in the Milewater Basin of the Harland and Wolff shipyard.



HMS Caroline, a light cruiser at the Battle of Jutland, is still in commission with the Royal Navy

Flagship torpedoed

BOY FIRST Class Fred Morris fought his first action at Jutland in HMS Marlborough, flagship of the First Battle Squadron.

"My station was a six-inch gun and I was a loader" he remembers. "On the six-inch gun you had nine men, a gun layer who fired it, another trained it on to the target, then there was the breach loader, four loaders and one on the voice pipe taking orders.

"As the breach opened up the shell would be rammed home. Each shell came up on a tray in mechanical loader and weighed about 1,300lbs, but we could load up pretty quickly when we had to.

"We opened fire at about 6.15pm at a range of about 1,300 yards and when all five guns went off the whole ship vibrated. They then began firing two or three at a time and it was very exciting as we were at the head of the Fleet as the

flagship of the First Battle Squadron. "I heard later that we got a hit on the Konig and the Grosser Kurfurst. There was a lot of

enthusiasm as the battle went on but of course

we didn't know how we were doing or how the battle was going.

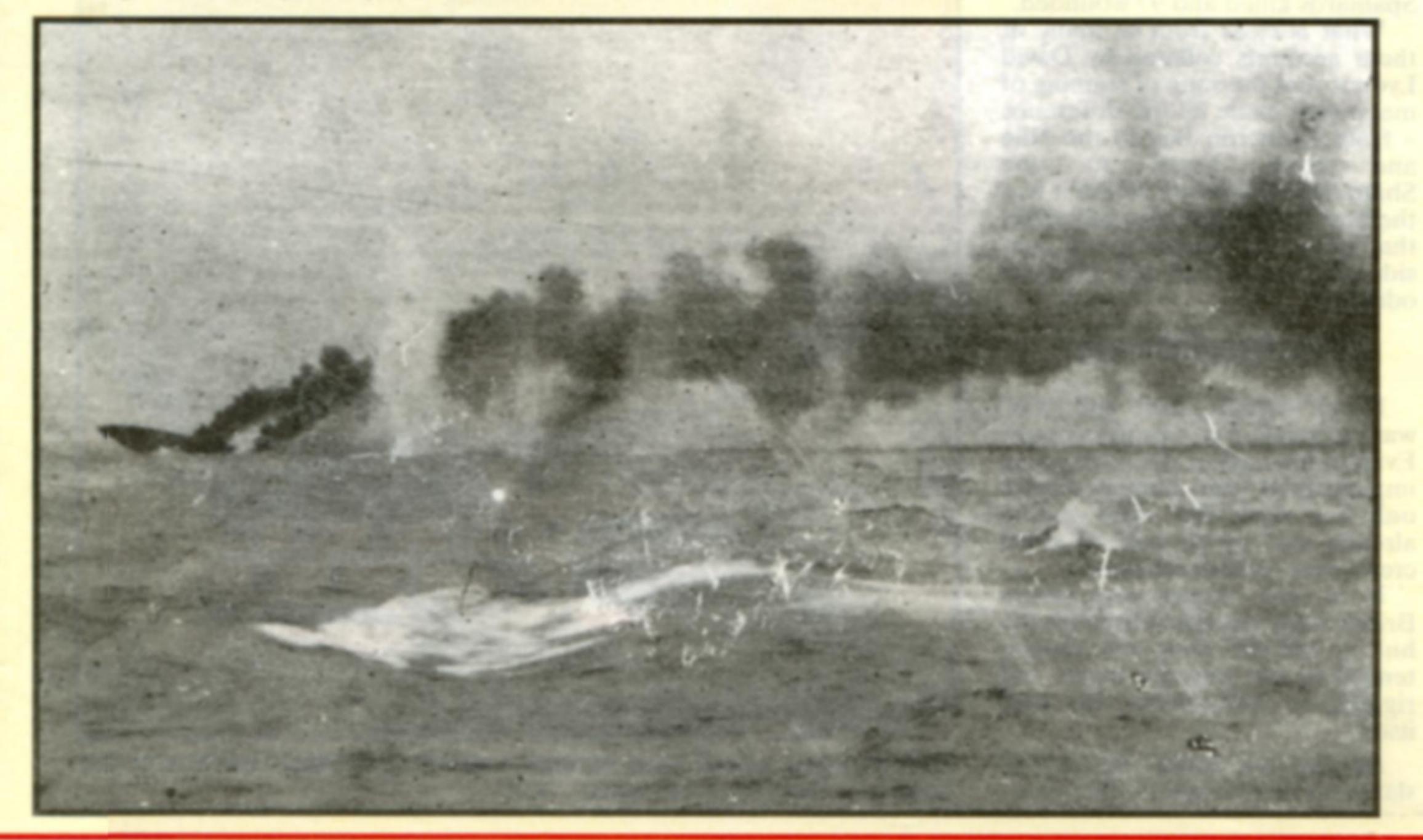
"We had been in action for about an hour when we were hit by a torpedo on the starboard side. The ship almost came out of the water.

"We carried a diesel engine on board in a special compartment which took the brunt of the explosion and two stokers were killed. As water filled the hull we had to slow down, and then disengage from the battle.

Proud

"When we docked we were given leave and I went down on the train to see my parents in Tooting. Mr father shook my hand, which he'd never done before. I think they'd been a bit worried about me, I was not yet 18."

 For more eye-witness accounts from the Battle of Jutland watch out for 'The True Glory: The Royal Navy 1914 to 1939' by Max Arthur, to be published by Hodder and Stoughton on October 21.







AN OUTDOOR OVERTURE

Swansong on CD

AN OUTDOOR Overture (CD only, Σ 12 inc pp) has the sad distinction of being the Band of HM Royal Marines last recording from the RM School of Music, Deal – but the selection here is determinedly free of sadness, sentimentality or intro-

It also marks a "first" since, apart from the actual CD production, practically everything has been done in-house by RMSM personnel.

The recorded sound iquality is excellent and a credit to the technical team.

Tracks include a deservedly resurrected David Cole fanfare; a rarely heard Copland overture; two cracking arangements by Alfred Reed (of Greensleeves and Lawrence of Arabia); HMS Ocean, a bugle march with a difference by Lt Col Waterer; and Lionel Bart's Where is Love.

Big band playing at its best - two saxophone solos by BCSgt K.Peers serving as the individual highlights.

Send cheques payable to Band Service Amenities Fund Portsmouth to BCpl Davies, Royal Marines Band, Portsmouth, Eastney Block, HMS Nelson, Portsmouth PO1 3HH.

A game for the professionals –



"An outstanding job" - former First Sea Lord Admiral Sir Benjamin Bathurst coped with cuts and increasing commitments.

TRAINING and professionalism count even more in a slimmed-down Royal Navy, notes leading defence writer and broadcaster Paul Beaver in the introduction to his guide to Britain's Modern Royal Navy

(Patrick Stephens (£19.99). There are good, clear indications that standards have not

dropped, he says.
"The co-educational nature of naval training is working well and the integration of Wrens at sea appears to me to be better than the popular press would have us believe.

confident that the "I am Modern Royal Navy is a worthy successor to the Fleet of the past; the men and women who serve are amongst the best trained and have the finest motivation in the world."

His book presents a detailed survey of the Navy as it is today and how it has been shaped by events since the end of World War

Every vessel, aircraft and weapon type currently in use is

described - there is even a section on specialist and protective clothing - making this a useful up to date reference work for the Navy in the nineties.

THE BAND-of HM ROYAL MARINES ROYAL MARINES SCHOOL OF MUSIC Under the Direction of Lieutenant Colonel R A Waterer LRAM RM

> The author observes that the challenge facing it as it moves towards the 21st century is to maintain its credibility in the face of defence cuts and changing com-

Architect of the recent warship number reductions was former First Sea Lord Admiral Sir Benjamin Bathurst:"Many believe that he did an outstanding job conthe British Government placed on him increasing commitments, like

Yugoslavia.
"He had to make the fateful decision to pay off the world's most advanced diesel-electric submarines and yet saw into service the latest nuclear-powered sub-marines, the Trident-carrying Vanguard class."

What remains may be a much smaller Fleet - but it is the most modern that Britain has had in service since the 1920s.

past and present

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A NUMBER of the major naval actions of the second half of the 18th century are covered in **Sea Battles in Close-up: The Age of Nelson** (Ian Allan £19.99) together with many less well-known engagements and single ship fights.

One of the most ferocious of all cutting out operations, for example, occurred in 1799 after the crew of the frigate HMS Hermione mutinied against their sadistic captain, Hugh Pigot, and handed her over to the Spaniards.

She was in the harbour of Puerto Cabello in Venezuela when Captain Hamilton of HMS Surprise led a night boat attack which managed to capture her and restore her to service (she was fittingly renamed Retaliation and later Retribution before being bro-

The incredible casualty list was 12 British wounded against 119 Spaniards killed and 97 wounded.

What is clear from so many of these accounts collated by David Lyon is that the state of training of manpower made all the difference - from Quiberon Bay to the Nile and from Lissa to the Shannon/Chesapeake action it was the best trained officers and crews that won, even against quite considerable numerical and material

Professionals

Naval warfare, then and now, was a game for professionals. Even in the days of the press gang, impressment was almost always only for men who were sailors already and up to half of ships

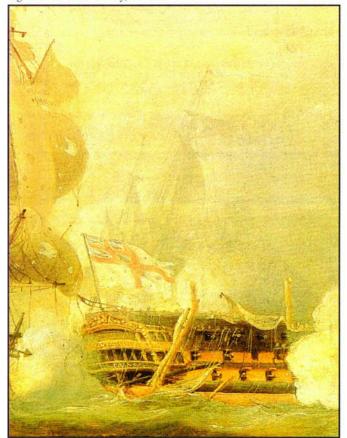
crews were volunteers anyway.

It is well known that while
British ships tended to fire into the hull to kill the crew, the French tended to fire into the masts and rigging to immobilise the ship

Among the many interesting slants the author adds to this excel-

lent introduction to combat in the heyday of sail is the fact that this tendency was accentuated by British ships usual practice of engaging from the windward side.

This meant that they were leaning towards their enemy, so that the guns were pointing low because of the heel of the ship while the opposite was true of their opponents, whose guns would nat-urally be tilted upwards on the side on which they were fighting.



Dismasted: detail from Pocock's painting of HMS Defence at the Glorious First of June battle, 1794.





Cindy's just a doll, but who cares?

the Americans found the procarrier in the opening scene is the Foch: the Dept of the Navy had turned down all requests from the producers for assistance, and it was left to the French, no doubt with a measure of Gallic glee, to help out with the loan of a ship or two.

The interior of the submarine was built in the studio, a multi-level set big enough to go jogging in, and with the various sections conveniently colour-

Submariners will no doubt find an extra dimension of enjoyment in identifying errors and omissions, if any.

Hokum

Above all, the film is pure hokum, concerned only with manoeuvring its customers into a state of hyper-tension as it pictures the world teetering on the brink of nuclear catastrophe while the boat's crew break out the small arms and prepare to take pot shots at other.Captain Gene Hackman follows in the footsteps, or the torpedo wake, of such distinguished former film submariners as Burt Lancaster and Robert Mitchum by meeting each undersea crisis with a resolute expression and a cry of "Left full rudder!" - or occasionally "Right full rudder!".

Hackman is now 65, according to the record books, and audiences should enjoy the

British Museum until July 14.

Screen Scene



Secret weapon: Supermodel Cindy Crawford stars in the action

ADMIRAL LORD HORATIO NELSON

scene where Admiral Jason Robards (about 165 by the look of him) raises the issue of early retirement.

Whatever is going on here, it isn't exactly documentary real-

Fair Game is a fast, violent thriller without a thought in its head beyond placing its hero in some state of mortal jeopardy and then having him blast his way out of it.

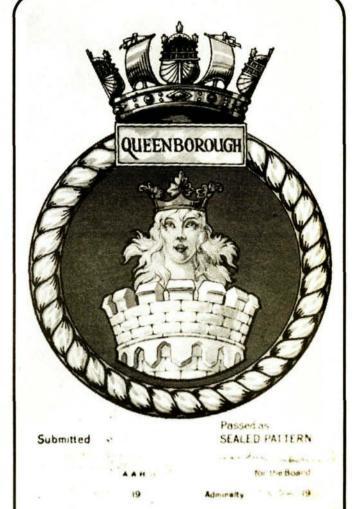
The action is the film's whole reason for being, just as the heat-seeking, laser-guided, computer-directed weaponry constitute its star cast.

William Baldwin, the notional star, is perhaps a little goofy-looking to pass muster as a tough guy, while the villainy is handled by Steven Berkoff, cosmopolitan as ever, giving the impression he has arrived on the West Coast from Omsk via London E14.

Supermodel

But the film's secret weapon, so to speak, is supermodel Cindy Crawford, looking like a million dollars and probably costing Messrs Warner the same amount. In truth, though, she's a little deficient in terms of warmth and personality and perhaps better suited to showing off frocks, after all. Paging Claudia Schiffer.

- Bob Baker



All the badges

NAVY NEWS frequently receives requests for information on ships' badges – but all the available publications only list about 30 per cent of those approved.

Now Derek Taylor has compiled a pictorial index of all badges of HM ships, establishments, RN units, FAA squadrons and RFAs officially approved by the Ships Badge Committee since 1918 – over 1,800 designs.

It's a simple, photocopied effort which some may find a bit pricey at £15 – but full colour copies of individual badges can also be obtained from it at £1 each reproduced by permission.

also be obtained from it at £1 each, reproduced by permission

Tel 01206 860694 for details.

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AUTHORS

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and Emma Hamilton's great great great

grandaughter Mrs Anna Tribe (right) was among the sig-

natories of a limited edition of covers launched at

Portsmouth Navy Days by the Royal Naval Philatelic Society to mark the start of the so-called 'Nelson Decade'. Other signatories on board HMS Victory included Vice Admiral Jean-Pierre Lucas, a distant relative of Captain Jean Lucas, commander of the Redoubtable, from which the shot that killed Nelson was fired; and the Earl Nelson.

The RNPS is now the officially accredited Philatelic Society for the RN. Write to the RN Philatelic Officer at Portsmouth Historic Dockyard (PNBPT), 19 College Road, HM Naval Base, Portsmouth PO1 3LJ for details.

PO1 3LJ for details.

Portraits of Lady Hamilton feature strongly in Vases and Volcanoes, an exhibition devoted to her husband Sir William and his world as British ambassador to the court of Naples, at the

At Your Service



Reunions

Santa Barbara Association annual dinner. The Gunnery Officers' dinner will take place at HMS Dryad on May 31. Vice Admiral J.R. Brigstocke will preside. Serving and retired officers who qualified PWO(A)/AWO(A) at HMS Dryad/HMAS Watson or long G/long ordnance engineering course at HMS Excellent are eligible to attend the dinner, cost £30. Contact the association secretary on 01705 284296 for details.

H.MS Falmouth (1942-1945) reunion will take place at the Curzon Club, Reading, on June 5. For further details contact John Kirton on 01636 830587.

Kirton on 01636 830587.

An Air Warfare Dinner is to be held at RNAS Yeovilton on June 7. All past and present HWIs, AWIs, HAWIs, Bomb Bosuns, ESOs/AWSOs and NACAWOs are cordially invited to attend. Rear Admirat R.N. Woodard will be guest of honour. Details about the dinner and the afternoon presentations preceding it may be obtained from LT Cdr Toby Crispin, Yeovilton ext 5523 or BT 01935 455523.

LBVs - Es, Fs, Os, Ws and Ks. A reunion of ex-ratings who took part in the Normandy Landings (June 6, 1944) on the above landing barges will be held at Birmingham Nautical Club on June 8. Contact F.W. Smith, 19 Guardian Court, Moat Lane, Yardiey, Birmingham B26 1TW (0121 783 7598) for details.

HMS Veryan Bay. A reunion is to be held of all ex-ratings of all commissions at the Nautical Club, Birmingham, on June 8. Hotel accommodation if required. Contact Vic Neale on 0121 783 8920.

The D-Day and Normandy Fellowship. A service will be held in the Anglican Cathedral, Portsmouth, on Sunday, June 9, at 1115. All are welcome at this memorial ser-

Section will hold a reunion at the Exeter White Ensign Club on June 22 from 1100.New members would be welcome. Contact Gordon Ferris on 01803 833740 for details.

HMS Auckland, Tobruk, 1941 A remembrance service will be held at the naval war memorial at Southsea, at 1400 on June 22. Relatives and friends welcome. For details, contact Jim Bennett on 01705 379730.

contact Jim Bennett on 01705 379730.

EA/REA Apprentices Series 1, 2 & 3
HMS Collingwood 1949-52. A second reunion will take place on the evening of June 25 at the King's Head, Wickham, skittle alley. All very welcome. Now only need to lind Don Hill, Norman Linsell and J.S. Clarke from Ser 2 and many from 1& 3. Contact John Trickett on 0181 393 3225.

Bussian Connex Club's West Riding.

Russian Convoy Club's West Riding Yorkshire branch will hold a mini-reunion to

Fleet Air Arm memories are wanted

NAVY NEWS is commemorating 50 years of naval aviation in the jet age with a special supplement in the October edition.

Stories and pictures from WAFUs past and present should be sent to the Editor marked 'Aviation Special'.

Working Men's Club, Battye Street, Dewsbury, on June 26 from 1130. All north of England branches have been invited, along with national chairman, Bob Allan. For details contact Jack Harris on 01274 671257.

JULY

Bristol RNA celebrate their 50th Anniversary with a dinner dance on July 6 (1900 for 1930) at the Bawa Club, Filton, Bristol. Tickets cost £16, which includes a cabaret. Contact Paul Watson on 01179 622499 for tickets.

622499 for tickets.

Roedean Old Boys Association. The annual lunch for members and their ladies will commence at noon on July 10 at Roedean School for Girls, Brighton. Membership is limited to ex-RN personnel on electrical and torpedo courses at Roedean during WW2. For an application to join send 50p in stamps to Sam Morley, 113 The Ridgeway, Northaw, Herts EN6 7BG. Tel 01707 872720.

AUGUST

AUGUST

Kenya Navy Patrol Craft Squadron
sailed from Portsmouth in August 1966. Is
anyone interested in a "30-years on" reunion
in 1996? All members of the RNTT Kenya
welcome. Contact former SOPCKN Arthur
Coxon, 2 Elm Grove Lane, Dinas Powys,
South Glamorgan CF64 4AU. Tel 01222
512833.

HMS Wave: the fifth reunion of the HMS Wave Association will be held on August 16-18 at the Claremont Hotel, Hagley Road, Edgbaston, Birmingham. Details may be obtained from the secretary, T. Dootson at 3 Bealey Avenue, Radcliffe, Manchester M26 2QW.

SEPTEMBER

849 Naval Air Squadron will hold an Aircrew Reunion on the weekend commencing September 6 at RN air station Culdrose. Further details are available from the Commanding Officer, 849 Sqn. Tel 01326 574121 ext 7281.

473 Squad Royal Marines 1947 (Gregory's Greyhounds) will hold a reunion at Deal on September 6-7. Contact W. F. Waters at 29 Stanley Gardens, Herne Bay, Kent LT6 5SQ for details.Tel 01227 372487.

HMS Cotton K510 and others, last Russian Convoy RA66. Last reunion is to be held at the Conservative Club, Bath Street, Southport, on September 6-7. For further information contact S/M Len Haydock, Yewtree Cottage, 94 Grimshaw Lane, Ormskirk, Lancs L39 1PE. Tel 01695 577944.

853 Naval Air Squadron (HM ships Arbiter, Tracker and Queen) will hold its 12th annual reunion at the Hermitage Hotel, Bournemouth, on September 6 and 7. Details from Jim Spencer, 1 Oaklands Close, Ascot SL5 7NG. Tel 01344 23983.

Ascot SL5 /NG. 1el 01344 23983.

HMMGB 657 will hold its eleventh reunion in the Sydney Hotel, Blackpool, September 9-13. Any members of the 56th Flotilla (SO Cdr J.D. Maitland DSC) will be made welcome, except Wednesday night (crew dinner). Contact George Manning on 01737 352427.

HMS Coventry 1942 Old Hands Association's annual reunion is to take place at Coventry Cathedral on September 14. Meet at the cathedral at 1430. For details contact Mr A. Stenning, 11 Eileen Avenue, Brighton BN2 8AD. Tel 01273 305193.

OCTOBER

St Vincent, Anson 440 Class 1961. Anyone interested in a reunion during October is asked to contact Mike Valler on 01243 786757 (eve) or 01705 67228 (day).

HMS Chases (Avy) or 01/05 6728 (day).

HMS Theseus (Korea 1950/51): a secnd reunion is planned for October. Ex-shiplates not in contact should write to Les
urnham, 41 Maryland way, Sunbury-onhames, Middlesex TW16 6HN.

HMS Curacoa. A reunion will be held at Nottingham RNA Club on October 5. Ex-Curacoans and relatives of casualties are welcome to attend. Contact A. Martin (C/SSX/30989) at 2 Smythe Road, Swindon Village, Cheltenham, Glos GL51 9QU for details. Tel 01242 527393.

HMS Daring 1952-55. A reunion will be held on October 11-12 at the Forte Post House Hotel, Hayling Island, Hants. Options are: two nights, one night or ship's company dinner only. Guest of honour will be Rear Admiral P.D Gick. Contact Mr O. Simpson, 20 Green Close, Uley, Gloucester. Tel 01453 860564.

HMS Caprice all commissions The first reunion will be held at Scarborough, October 11-13, jointly with the 8th DS reunion, Details from Alan Knapton, 27 Osborne Close, Sompting, West Sussex BN15 9UZ. Tel 01903 572370.

O1903 522270.

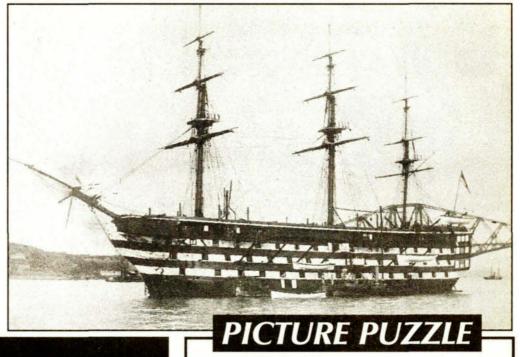
The Ton Class Minesweepers/Hunters Association is to hold its ninth annual reunion dinner and dance at the Trecarn Hotel, Babbacombe, Nr Torquay, Devon, over the weekend of October 11-13.For further details and membership enquiries contact Mr Jack Worth, the secretary, at Amethyst, Lerryn, Lostwithiel, Cornwall PL22 OQF, Tel 01208 872452.

HMS Triumph I FC 1946-78. The second

HMS Triumph LFC 1946-78. The second

HMS Triumph LFC 1946-78. The second reunion will be held at the Burlington Hotel, Eastbourne from October 18 to October 21. Cost for the weekend is £55 and details may be obtained by telephoning 01228 514570.

HMS Foley K474 will hold a reunion at the Bona Vista Hotel, Blackpool (01253 351396) from October 18 to 20. Ex-shipmates are still being sought. Contact Frank Bee on 01253 873800.



Over to you

Rear Admiral Muirhead-Gould 18891945 NOIC of Sydney and Newcastle Ports
during WWII. Would friends and family
please contact Glenn Huxley, 21 Davies Ave,
North Sunshine, Victoria, Australia 3020, He
is researching the Japanese midget submarine attack on Sydney Harbour on the night of
May 31/ June 1, 1942. Mr Huxley, whose late
tather was a survivor of the ship sunk in the
battle, HMAS Kuttabul, is also researching
the torpedoing of the tanker British Loyalty,
on May 30, 1942, at Diego Suarez and would
like to contact survivors.

George C. Fish, stoker mechanic.

like to contact survivors.

George C. Fish, stoker mechanic.
Served 1941 to 1950, mainly in landing craft.
His son in Canada wishes to know more about his service. Please contact Roy Ellis, chairman LST and Landing Craft Association, 25 Studland Drive, Milford on Sea, SO41 OQ. Tel 01590 642792.

Tallies for Braganza and Salsette.

Tallies for Braganza and Salsette sought by Ken Holder (ex-HMS Birmingham 1942). Will gladly purchase. Tel 01242 528078.

"Down the Gut" Still seeking stories of your runs ashore in Malta. Any little yarns would be much appreciated. Contact Bill Campbell, 45 Findon Gardens, Belfast BT9

"Sailor Stoker Oddball" Author Fred "Sailor Stoker Oddball" Author Fred Matthews points out there is an error in the school photograph in his book. He would be happy to correct and autograph the mistake for owners sending their copies to him, with the return postage, at 132 Underlane, Plympton, Plymouth PL7 3QZ.

the return postage, at 132 Underlane, Plympton, Plymouth PL7 3QZ.

Sir Dudley Pound Blacksmith S. Murphy lost a number of photographs in a small fire in HMS Glasgow. Treasured among them were those recording the burial at sea of Sir Dudley Pound, and the preceding procession though Portsmouth and service on board the Glasgow. Mr Murphy made the caskets of Sir Dudley and his late wife. If anyone has photographs please write to him at 30 Ferriby High Rd, North Ferriby, North Humberside.

GSL Martin, built 1944-46, now in private ownership. Any information about the construction of this vessel, her RN career and her attachment to the RNEC would be welcomed by her present owners, Howard and Virginia Williams, 63 Vaughan Rd, New Brighton, Wallasey, Merseyside L45 1LJ. Tel 0151 639 2639.

0151 639 2639.

Ex-AB J.F. Wilcox, 25 Finningham Rd, Old Newton, Stowmarket, Suffolk IP14 4EG,

wishes to know the significance of the letters and numerals CBKF 104/50 which appear in the "nature of decoration" column of his cer ificate of service.

Tartied of service.

Far East Prisoners of War. The family of the late Mne Douglas Wilkin. survivor of HMS Exeter, who died in Japanese captivity, would be very pleased to hear from anyone who knew him. They wonder, particularly, if he died working on the notorious railway. Contact Mr Fred Curis. 22 Valley Rd, New Costessey, Norwich NR5 0BD.

HMS Farndale picked up five survivors from the tanker Clavella after she was torpeded off Gib in October 1942. Merchant Seaman Gunner R.W.H. Coombes was one of them and would like to hear from any member of Farndale's company. 23 Priestlands, Romsey, Hants SO51 8FJ. Tel 01794 516009.

O17/94 516009.

LCT 159 Survivors and Admiralty Staff are sought by Mr G. Billet, Vredestraat 73, 8310 St Kruis-Brugge 3, Belgium, concerning the transfer to Combined Operations in May 1942, and the commission and death of Lt V. Billet RNR (Belgian Section), August 19, 1942. He also hopes to trace ex-AB L.G. Glenister (PJX264103).

1942. He also hopes to trace ex-AB L.G. Glenister (PIXZ64103).

LWTR R. Ennew (RN 1956-68) will be 60 in December. A surprise reunion is being arranged. If you served with him please contact Mrs A. Ennew. c/o 30 Garstons Close, Titchfield. Nr Fareham, Hants. The couple also completed a married accompanied draft at HMS Terror, Singapore, 1961-63.

Invergordon, 1931 Were you there when the fleet mutinied over a pay dispute? Were you involved in the mutiny on board the HO ship Lothian in the pacific in late 1944, or the Royal Indian Navy mutiny of 1946? If you have memories of any mutiny in the RN before 1950 please write to Steve Grogan, Testimony Films, 12 Great George St, Bristol BS1 5RS, who is researching a BBC TV series.

series.

Vice Admiral Sir Benjamin Martin Medals belonging to the late Admiral are still missing despite the year-long attempt by his family to trace them. They were displayed in Martin Block, HMS Ganges, but they disappeared with the decommissioning of the establishment in 1976. Anyone with information about the medals is asked to contact Admiral Martin's grand-daughter, Mrs J. Sunderland, at 25 Furzehill Rd, Mutley, Plymouth, Devon PL4 7JZ.

THE WINNER of the Navy News Mystery Picture competition No. 14 which appeared in our April issue is Mr J Shaughnessy of Pewsey, Wiltshire.

His entry was drawn at random from replies which identified the photograph of the Harrier prototype (P.1127), making the first vertical take-off and landing from HMS Ark Royal in

He receives our cash prize of £25. A further prize is offered for a correct solution to this month's puzzle. Tell us:

1. The three names under which this ship

2. Her role at the time the picture was taken

Complete the coupon below and send it to Mystery Picture, Navy News, HMS Nelson, News, HMS Nelso Portsmouth PO1 3HH.

Coupons giving correct answers to the questions will go into a prize draw to establish a single winner. Closing date for entries is July 15.

More than one entry can be submitted, but photocopies cannot be accepted. Do not include anything else in your envelope: no corre-spondence can be entered into and no entry returned.

The winner will be announced in our August edition. The competition is not open to *Navy News* employ-ees or their families.

MYSTERY PICTURE 16

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Calling old shipmates

Combined Operations 128th Flotilla LCA on board MV Circassia, Sicily Landings and South of France 1943. Mr James Frost (emigrated in 1956) would like to hear from you. Write to 511 Agar Road, Coronet Bay 3984, Victoria, Australia.

RN air station Yeovilton 1944/45 Ron Bradley, 19 Rowandean, Denecroft, Cinderford, Glos GL14 2XP, wishes to get in touch with those who served with him, par-ticularly shipmates Miles, Hooper, Spillar and Moggs.

HMS Euryalus 1979-89 If you are interested in a reunion in 1997 and remember the good runs ashore in South Shields, contact Florrie Ford (ex-PO(M)) at 1 Warwick Road, South Shields, NE33 4TR or Blood Reidy (ex-AB(EW)), 73 The Ridgeway, South Shields NE33 4TR.

S/M Ocelot, Alderney and Orpheus Any crewmembers wishing to know about Ocelot etc should contact ex-LCk Freddy Fox on 01843 297160. Ocelot is open to the public at Chatham Dockyard.

at Chatham Dockyard.

CK 961313 John Lake (joined March '56 and left the RN March '65, serving in Vanguard, Defender, Ark Royal, Carysfort, Carron, Ausonia, Ganges, Sea Devil and Sea Scout). His son is arranging a surprise party and wishes to locate his father's shipmates. Contact Mr S. Lake at 33 Chandos Ave, Roundhay, Leeds LS8 1QX. Tel 0113 266 0488. 266 0488.

266 0488.

HMS Malabar, Bermuda, 1972-76. Ex members of this establishment interested in a reunion are invited to contact Barry Warne, 18 Avebury Rd, Ashton Vale, Bristol BS3 2QG. Tel 0117 966 3270.

HMS Tenby Association Ex-ship's company of WW2 minesweeper J34 and the post-war A/S frigate F65 are sought. Where are you J34 ABs Mobbs, Gooch, Allen, Dawson and Larkin? Also Signalmen Dillon and MacDermot, and the rest who served in either Tenby. Contact Phil Rowe on 0161 747 7325 or Jeff May on 01344 59368.

747 7325 or Jeff May on 01344 59368.

HMS Bulwark 1974-75. Mrs Lynn Doyle
organising a surprise party, would like to
hear from any RO who served in Bulwark
with RO Mick Doyle, especially Taff Morris,
Ryan and Ostrich. Contact her at 126
Dovedale Rd, Lanesfield, Wolverhampton
WV4 6RB. Tel 01902 670756.

David A. Blum LISCGC Campbell

David A. Blum, USCGC Campbell Association, 8341 Sands Point Boulevard, Tamarac Fl 3321 will be at St Ermin's Hotel in London July 13-15 and wishes to meet up with Malta Convoys shipmates who served

in HMS Caledon, Helping co-ordinate the get-together is Mr R. Din (ex-HMS Caledon). 229 Monega Road, Manor Park, Londor LST 409 Calling all SBAs who served in

409 at Normandy in the medical party.Contact Bill Fry. 19 Wyresdale Rd, Ainstree, Liverpool 9, Lancs L9 0JR. Tel 0151 525 8827. Also would like to contact old shipmate Freddie Bryce/Brice.

Capt James, HMS Osprey 1981/82, whose wife's maiden name was Whittall is asked to contact Ex-WEA(OC) 1960-83 David Whittall at 36 Athena Drive, Glenfield, Auckland, New Zealand.

Jimmy Newnes, renowned boxer of HMS Urchin 1943-46, is being sought by shipmate Bob Mutch. Tel 01978 860638.

Naval Party 100, North Russia. Seeking whereabouts of ex-Telegraphist Smith who served with me in Polyarnoe 1944/45. Smithey hailed from Yorkshire and married in Leeds mid '46.Please call Buzz Waspe on 01923 657070. 01823 667070.

CK Forster (Stewart), HMS Llandaff April-Dec 1976 is looking for CK Dave Markham (Ginge), RO Garry Amos (Skeaks), RO David Brown (Buster) and CK Graham Simmons, all of whom attended his wedding August 21, 1976. Tel 01422 341208.

805 Sqn Bill Lee would like to hear from old shipmates, especially Jack Langley and Hoppy Hopkinson, and any others with whom he served in Crete and the Western Desert 1941/42. Write to 202 Station Road, Lower Stenden, Henlow, Beds SG16 6JQ. Tel 01462 850268.

Ex-FAA members in Cornwall.The national FAA Association intends to base a branch at Helston.Those interested should contact Roger George, 15 Unity Rd, Porthleven, Helston, Cornwall TR13 9DA. Porthleven, Helsto Tel 01326 572950.

LW Peter Riera, HMS Falmouth and Yeovilton 1964/65, please contact R. Ryall and D. Brown on 01749 870393.

HMS Wakeful, 1955/56 commission Contact D. Fiander 01622 759047 for possible reunion.

Ex-chippie J.D. Bullock, 39 Corser St. Oldswintord, Stourbridge DY8 2DE, would like to hear from chippies of 10 Mess, HM LSE 51 LC 1944-46 SEAC. Also, from any shipmates from HM LBE 36, 30 Supply and Repairs Flotilla 1944 (from Sheerness to D-Day).







New trophy for Shipmate of the Year-

SITUATED among farming com-munities in Suffolk and Essex, the Sudbury, Halstead and Hedingham branch is active, lively and highly regarded locally, especially for its work for ex-Service and youth organisations.

Now the branch has a new trophy the Hugh Wake award for Shipmates of the Year. Instituted in memory of the

Branch Spotlight

former branch president, the Rev. Hugh Wake, it went to the secretary, Shipmate Gerry Bentley, in recognition

of his unstinting work.

The engraved silver salver was presented at the branch annual general meeting by Shipmate Wake's widow,

Memorial to

82 years on

A LONG-HELD ambition was realised by Monmouth branch when a memorial screen

dedicated to 690 officers and men of the World War I cruiser HMS Monmouth was

Marigold, a former WRNS officer and honorary vice-president of the branch. Shipmate Wake retired as a lieutenant commander after 30 years ser-

He enrolled for the priesthood and after ordination served as curate in

Sudbury and in other parishes throughout the diocese.

On retiring for the second time, he became involved in ex-Service and youth organisations, playing a vital role in the life of the RNA branch.

An inscribed silver tankard has also been presented to the current president, Shipmate Wally Harrington, who stood down last year as chairman after 30 years in the office.

HMS Monmouth, sunk

with all hands at the

Battle of Cape Coronel.

In Brief

Descendant of mutiny leader dies

A DIRECT descendant of Fletcher Christian, leader of the Bounty mutineers, has died in Canada, aged 95.

Shipmate Dorothy (Chris) Hall nee Christian – was a member of Vancouver Island branch. She joined the WRNS in World War I and served with distinction until

She was also a member of the Royal Canadian British Legion and the Association of WRNS in Victoria, British Columbia.

LIFE membership was bestowed on Shipmates W. L. (Bill) Rumsey, chairman, and John Lewis, secretary, at Abergavenny branch's tenth

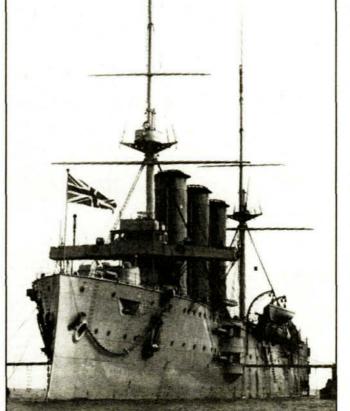
STOUBRIDGE branch boasts a collection of 585 cap tallies. Is this a record?

OVER 200 attended a surprise golden wedding party held by Sidcup branch for Shipmates Harry Heath and Gerry Orchard and wives Ivy and

REDRUTH & Camborne sent a donation of £50 towards a recommissioning book for HMS Cornwall.

SOCIAL secretary of Hereford branch, Shipmate Eddie Davies, has been elected Shipmate of the Year for the second time running.

PADDOCK Wood boasts an author among its members -Shipmate Peter Barrett, whose book HMS Glory has just been



unveiled in the parish church of St Mary almost 82 years after they died. HMS Monmouth was a member of Rear Admiral Sir Branch Christopher Cradock's illstarred cruiser squadron which News met Admiral von Spee's ships in the Battle of Cape Coronel

on November 1, 1914.

either ship.

Thomas Rees.

In the disastrous encounter, the Monmouth and Cradock's flagship, HMS Good Hope, were sunk.

There were no survivors from

The carved oak screen was dedi-

cated by the Rev. Ivor Rees and uveiled by Mrs Ivy Rook, daughter

of a chief stoker in the Monmouth,

Canon James Coutts, the act of remembrance was led by Shipmate

Bert Meredith, branch secretary, with Royal Marines buglers sound-ing the Last Post and Reveille.

The service was attended by Admiral Sir Kenneth and Lady

Admiral Sir Renneth and Lady Sheena Eaton, branch president Commodore Tobin Elliott, mem-bers of the ship's company of the present HMS Monmouth, the Mayor of Monmouth, Roger Evans MP, and relatives of those who died

Durham

shows

the flag

At the service, conducted by

lost ship

Dhahran

By courtesy of BAe, the branch held many social and sporting events during the visit of HMS

Although the visitors lost to the local football and cricket teams, their status was lifted as a charity fete when MAA Harry Harrington took a bombardment of wet sponges in the stocks. The event raised £3,000 for an autistic child and the local Guides.

Falmouth

Admiral Sir John Jungius, president, praised members for their work over the past year at the annual general meeting. All officers were re-elected except the sec-retary, Shipmate John Blackwell, who is standing down.

They include the chairman, Shipmate Harold Thompson, and the treasurer, Shipmate Frank

DURHAM branch members

display their new trophy – a White Ensign from the city's adopted ship, aircraft carrier HMS Invincible.

The flag was collected by the Mayor, Clir Terry McDonnell, when he visited the ship at Gibraltar. It is signed by members of the ship's company who

Axford, who presented a healthy financial statement.

Wallasey

The parade to mark the dedication of the branch memorial stone in a local park included 15 standards and the band of TS Revenge.

After the unveiling ceremony, performed by the Mayor and branch president, Shipmate Les Boyer, a service of remembrance was conducted by the chaplain of HMS Eaglet, the Rev. John Williams.

Horsham

In glorious weather the branch standard was dedicated at St Mary's Church. The service was conducted by the Rev. Bernard Stinton, and at the parade which followed there were 32 standards led by the national and area stan-dards; Crawley Sea Cadet band; and cadets of TS Glory, Horsham.

The salute was taken by the branch president, Rear Admiral Peter Dingemans, and the National Council member for No.

3 Area, Shipmate Kay Warrington. There were over 100 guests at the reception.

joined in the VE Day commemo-

joined in the VE Day commemorations at Durham last year.
In the picture (I-r) are branch secretary Shipmate Audrey Lawson, Shipmates John Jenkinson, Arthur Winn, Fred Bulmer, Audrey Gow, the Mayoress (Pat Elliott), the Mayor, and Shipmates Alan Naden, Alan Graham, Phil Gow and Dennis Pearson.

and Dennis Pearson.

Uxbridge

With standards flying, over 75 members of the branch marched to the Tower of London for a service in the Chapel Royal conducted by the former chaplain of the Falkland Islands, Canon J. G. M. W.

Murphy.

The parade was led by the national standard, borne by Shipmate C. Durban, after which shipmates were entertained in the Yeoman Warders Mess where

Yeoman Warders Mess where crests were presented by branch chairman, Shipmate Alan Benn, to Canon Murphy, Yeoman Warder Dave Bryan and to the mess.

The occasion, attended by Shipmates Dave Harding (No.1 Area) and Dennis Judge (National Council), is likely to become an annual event.

City of Glasgow

The newly formed branch already has 28 members. At its inaugural meeting a vote of thanks went to Shipmate Donald Simpson, secretary of Rosyth and West Fife, for inspiring the formation of the branch.

Recruits should contact the secretary, Shipmate Brian MacKenzie on 0130 622767.

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Promotions to Warrant Officer

are CHIEF Petty Officers listed below have accepted promotion to Warrant Officer following the Spring 1996 Selection Boards held in Centurion Building. The effective date for promotion is March 31, 1997. Those ratings appointed to a Warrant Officer billet before then will be granted the acting rate and paid as such from the effective date of the appointment order.

WEAPON ENGINEERING

To WO(WEA)(ADC) - N. Addems, J.D. Idiard, A.D. Neill.

To WO(WEA)(WDO) - M. Amos, B.C. Chapman, D.A. Connors, N.P. Cowper, P. Fort, P.T. Spray, S. Walden.

To WO(WEM)(O) - D.G. Williams.
To WO(WEM)(R) - S.A. Morrish, J.W.

waters.

To WO(WEA)(ADC)(SM) - R.W. Beach,
R.A. Eglinton, W.D. Hetherington, C. Shaw,
To WO(WEA)(WDO)(SM) - R.N.
Bowman, K.G. Thomson.

MARINE ENGINEERING

To WO(MEA)(ML)/(M)/(P)/(H) - A.C. Ashford, F.A. Bolton, M.L. Bright, A.J. Cadman, I.M. Cameron, J.C. Ember, W.J.D.

Grimsley, G.N. Hart, N.L. Jones, R.J. Taylor, W.E. Tweedie, J. Wood.

W.E. Tweedie, J. Wood.

To WO(WEA)(L)('EL) - J.W. Henbest,
W.L. Morgan, J.E. Saunders.

To WO(MEM)(M) - C.W. Easom, P.P.
Emmonds, C.E. Woolley,
To WO(MEA)(ML)/(M)/(P)(SM) - T.R.
Barry, G. Betts, R.G.A. Blackley, T.A.E.
Rawbone, M.A. Tyson, G.J. Walker, P.S.
Wincott, T.S. Worsfold.

To WOMEA(EL)(SM) - M.J. Cousens, R.

To WOMEM(M)(SM) - J.N. Hendrie, O.L.

TLEET AIR ARM, REGULATING AND PT
TO WO(AEA) - R.A. Benfield, K.
Devonald, W.H. Gillespie, K.W.F. Greenway.
TO WO(AEM) - R.C. Henley, A.C. Hewitt,
K.E. Laycock, S.E. Murray.
TO WO(AH) - P.M. Lound, M.J. Shaw.
TO WO(ACMN) - R. Burnett, A.J.
Dummore, P.M. Hall.
TO WOMAA - K.J. Clarke, G.E. Ward,
K.C. Williams.

WARFARE

To WO(M) - N.J.E. Jones, K.B. Mills, P. Mounsor, W.T. Parr.

To WO(R) - D.R. Goldie, M.J. Hubbard, J.B. Lester, I.L. Turner.

To WO(S) - A.N. Gravett, S.J. Nash, P.

To WO(EW)(O) - A.E. Dagens.
To WO(D) - N.A. Brunton, G. Petrie. To WO(MW)(O) - P.R. Cawsey, D.M.

To WO(SEA) - D.G. Evans, J.F. McCarthy. To WO(RS) - A. Elliot, J.G.A. Iles, D.R. McSherry, M.D.K. Sabin.

To WO(CY) - D.A. Allport, P.W. Lippe. To WO(SSM)(O) - D. Cousins. To WO(COXN)(SM) - A.M. Rainey.

SUPPLY & SECRETARIAL, MEDICAL To WO(CA) - T.M. Carew, R.G.W.

To WO(CK) - J.J. Foster, T.J. Quickfall, N. Vadis.

To WO(STD) - M.D. Braid. To WO(SA) - D. Bell, M.R. Hall, S.A.H. sughton, I. Tidbury.
To WO(WTR) - C.S. Dunne, A.O. Stewart.

To WOMA - A. Brannan

Promotions to Chief

AUTHORITY for promotion of the following ratings to Chief Petty Officer was issued by Commodore Naval Drafting in May:

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(M) - J. Trousdale (Fost Sea, Drake).

To CPO(R) - J.B. Moors (Southampton), ... Hardham (Illustrious), J.G. Smith razen), I.M. Drake (Gloucester). To CPO(SEA) - S. Palmer (Hecla)

OPERATIONS BRANCH (COMMUNICATIONS GROUP) REGULATING & PT

To CPORS - P.C. Wiley (Con DCN

To CPOPT - K. Hall (Collingwood), G.D. Aldridge (UKSU AFSOUTH).

MARINE ENGINERING MECHANICS

To CPOMEM(L) - R.P. Johnancaster), A.J. Higgins (Arun SNONI). SUPPLY AND SECRETARIAT

To CPOSA - G.K. Leahy (Forest Moor), D.G. Kirk (RNAS Portland), J.C. Tucker (RNAS Portland), A.J. Dennis (Fearless), R.A. Bowler (Drake), D.E.P. Adams

To CPOWTR – A. L. Kershaw (Raleigh), D. Sturgeon (FOSF Devonport).

SUBMARINE SERVICE

To CPOMEM(M) - K.V. Bull (Valiant). To CPO(WSM) - K.P. Willis (Neptune). To POMEM(L) - R. F. Pay (Captain SM2).

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MEDICAL BRANCH

To CPOMA - S.L. Manlow (Trenchant).

NON SEA-GOING BRANCHES

To CPOWWTR - J.H. Wheater (Dolphin),

To CPOW(R) - A.R.D. Stevenson To CPOWDSA - D.R. James (Cincfleet,

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by Commodore Naval Drafting in May for the following ratings to be advanced to Acting Charge Chief Artificer:

To ACCCT - G.J. White (JSSU Oakley).

To ACCMEA - M. Warner (Liverpool), J. Curran (Raleigh), D.J. Print (DG Ships Bath), A.B. Stanley (Triumph), T. Hughes (Victorious PORT), A.M. Broadbent (Sceptre), G.R. Marrison (Vanguard STBD), C. Parsons (Victorious PORT), D.K. Moy (CFM Portsmouth), K.N. Payne (Cumberland), S.M. Flood (Sultan), D.M. Davies (DG Ships Bath).

To ACCWEA - M. Cuthbert (Drake CFM),

THE FOLLOWING list shows the total point:

of the men and women at the top of each advancement roster for petty officer and lead-

Intermediaries (Int), indicates that person-nel can be advanced before they are eligible

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Points

M.C. Pilkington (CWTA Portsmouth), S.C. Jennings (Drake CFM), N.A. Smart (CFM Portsmouth), R. Mitchell (Collingwood), M. Jones (Drake CFM), K.J. Headland (CFM Portsmouth), S.P. Rom (DG Ships CAM House), S.J. Cutter (CFM Portsmouth).

CHIEF PETTY OFFICER ARTIFICER

Commodore Naval Drafting has been notified of the following advancements to Chief Petty Officer Artificer which were made by Commanding Officers in May:

CPOCT(L) - M.K. Jones (SCU Leydene ACPOMEA - M.J. Hinton (Portsmouth FMRO).

CPOMEA - R.A. Close (DG Ships Portsmouth), R. Fife (Valiant), S.P. Ingram

ACPOAEA - T.P. Farrell (846 Sqn) CPOAEA - S.P. Fuller (RNAS Culdrose), J.F.H. Walker (810 Sqn B Flight).

APOWEA - K.D. Ashford (Brocklesby).
ACPOWEA - J.R.S. Blaney (Spartan),
C.M. Dewing (Neptune NT).
CPOWEA - P.G. French (Nelson), B.
Higginbottom (Manchester), N.A. Richards
(Portsmouth FMRO).

to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in 'basic date' order. Dates shown against 'Int," rosters are the basic dates of the top eli-

The number following the points (or basic date) is the number of men who advanced

The number following the points (or basic date) is the number of men who advanced during May.

CCMEAML - 224, 3; CCMEAEL - Dry, 4; CCMEAMLSM - 135, Nil; CCMEAELSM - Dry, 5; CCWEAADC - Int (26.3.96), 5; CCWEAWDO - Dry, Nil; CCWEAADCSM - 213, Nil; CCWEAWDOSM - 321, Nil; CCAEAM - 261, Nil; CCAEAM - 261, Nil; CCAEAM - 222, Nil; CCAEAWL - 405, Nil.

PO(EW)(O) - 243, 1; LS(EW) - 138, Nil; PO(EW)(O) - 243, 1; LS(EW) - 138, Nil; PO(EW)(O) - 194, Nil; LS(M) - Int (15.11.94), Nil; PO(F) - 364, 3; LS(F) - 120, 2; PO(S) - 89, Nil; LS(S) - 187, Nil; PO(D) - 1413, 1; LS(D) - 576, 2; PO(MW)(O) - 190, Nil; LS(MW) - 285, Nil; PO(SE), 462, Nil; LS(SR) - 281, Nil; PO(SE), 481, Nil.

POCY - 485, 1; LRO(T) - 479, Nil; PORS - 477, 3; LRO(G) - 275, 3; POPT - 352, 2; RPO - 452, Nil; POMEM(L)(GS) - Dry, 3; LMEM(L)(GS) - Int (30.8.95), Nil; POMEM(M)(GS) - 568, Nil; LMEM(M)(GS) - 332, Nil; POWEM(O)(GS) - 159, 2; LWEM(O)(GS) - 655, Nil; LSTD(GS) - 149, Nil; POSTD(GS) - 655, Nil; LSTD(GS) - 149, Nil; POSTD(GS) - 655, Nil; LSTD(GS) - 176, 4; POWTR(GS) - 266, Nil; LS(SM) - 261, Nil; PORS(SM) - 346, Nil; LS(TS)(SM) - 536, Nil; LSTD(SM) - 346, Nil; POTSD(SM) - 346, Nil; LS(TS)(SM) - 348, Nil; LS(TS)(SM) - 546, Nil; POTSD(SM) - 346, Nil; POTSD(SM) - 346, Nil; LS(TS)(SM) - 531, Nil; POMEM(L)(SM) - 125, 1; POMEM(M)(SM) - 157, Nil; POWEM(F)(SM) - 125, Nil; LYEM(FI)(SM) - 343, Nil; LMEM(M)(SM) - 157, Nil; POWEM(FI)(SM) - 125, Nil; LYEM(FI)(SM) - 12

NAVY NEWS looks back through its pages to recall some of the June headlines of past decades . . .

HE TIME OF



HMS Albion's squadrons flew 10,000 operational sorties during the Indonesian Confrontation. She became know as "the old grey ghost of the Borneo coast."

40 years ago

HMS Sultan was commissioned, Queen Elizabeth the Queen Mother opened a new barrack block at RM Deal, and HMS Torquay - first frigate of the Whitby class - was launched in Belfast. RM Sgt Howard James and Mne Kenneth Goodey received the Queen's Commendation for Brave Conduct for arresting two armed terrorists in Cyprus.

30 years ago

The Far East Fleet, with 16,000 men and more than 70 Royal Navy ships remained on duty as the Indonesian Confrontation continued. In a new phase of its role in Borneo, the Navy started antiinfiltration patrols by assault craft in remote areas

20 years ago

It was announced that the arrangement by which sailors could "buy out" of the Navy was to end and to be replaced by a notice engagement that would allow ratings to signal their intention to leave in 18 months. The frigates HMS Jaguar and HMS Lincoln were brought out of the Standby Squadron for service in the Cod War. Navy News reported that there had been eight collisions betweeen RN frigates and Icelandic gunboats in one day's confrontation.

Appointments

Capt R. A. G. Clare, to be ommanding Officer HMS Commanding Control of the Invincible of the Invi

Cdr I. W. Greenlees, to be Officer HMS Commanding London. Oct. 28.

Lt Col R. G. T. Lane RM, to be Commanding Officer 42 Cdo. May 23.

Cdr D. Lombard, to be ommanding Officer HMS Commanding Officer H Victorious (starboard). Oct 8.

POA(METOC) - Dry, Nii; LA(METOC), Int (3.6.94), 1; POA(PHOT) - 690, Nii; POA(SE) - 867, Nii; LA(SE) - 473, Nii; POACMN - 529, Nii; POAEM(M) - 309, Nii; LAEM(M) - 487, 2; POAEM(R) - 75, Nii; LAEM(M) - 487, 2; POAEM(L) - Int (5.10.95), 2; LAEM(L) - 278, 6; POAC - Int (26.3.96), 4; POW(R) - 425, 1; LW(R) - 461, Nii; POW(RS) - 712, Nii; LWRO - 608, Nii; POWPT - 481, Nii; RPOW - 324, Nii; POWCA - Int (15.6.95), Nii; LWCH - 125, Nii; POWSTD - 741, 1; LWSTD - 374, 1; POWSA - 338, Nii; LWSA - 227, Nii; POWTR - 178, 6; LWWTR - 110, Nii; POWTRG) - Int (15.2.96), 2; POW(METOC) - Dry, Nii; LW(METOC) - Dry, Nii; LW(METOC) - Dry, Nii; LW(METOC)

Nil.

POW(PHOT) - 83, Nil; POWAEM(M) Dry, Nil; LWAEM(M) - Dry, Nil; POWAEM(R)
- Dry, Nil; LWAEM(R) - 448, Nil;
POWAEM(WL) - 787, Nil; LWAEM(WL) 234, Nil; POWETS - 754, Nil; LWETS - 217,
Nil; LWTEL - 649, Nil; POWWA - 209, Nil;
LWWA - 334, 1; POWDHYG - 339, Nil;
POWDSA - Int (8,11,95), Nil; LWDSA - Int
(20,7,95), 1; POEN(G) - Int (11,194), Nil;
LEN(G) - Int (8,2,94), Nil; PONN - 204, Nil;
POMA(Q) - 90, 1; LMA(Q) - 268, Nil;
POMA(W) - Dry, Nil; LOMAWW) - Int

POMA(Q) - 90, 1; LMA(Q) - 268, Nil; PO(AWW) - Int (12.4.95), Nil; PO(AWT) - Dry, Nil; LOM(AWW) - Int (12.4.95), Nil; PO(AWT) - Dry, Nil; LOM(AWT) - Int (18.8.95), 1; PO(UW) - Dry, Nil; LOM(WW) - Int (12.7.95), Nil; PO(EW) - Int (12.7.95), Nil; PO(MW) - Dry, Nil; LOM(WW) - Int (14.3.95), Nil; PO(C) - Int (11.10.94), Nil; LOM(C) - Int (19.8.95), Nil; PO(SSM) - 200, Nil; LOM(SSM) - Int (21.10.95), 8; PO(TSM) - 141, Nil; LOM(TSM) - Int (29.6.95), Nil; PO(CSM) - 480, Nil; LOM(CSM) - Int (12.9.95), Nil; PO(WSM) - 424, 2; LOM(WSM) - 549, Nil. The Basic Dates quoted for the female

The Basic Dates quoted for the female ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066

Chapter 22: POWQA - 441, Nil; POWTEL - 520, Nil;

R. J. (Titch) Holness, ex-AA1. Served 1953-77 in 893, 820, 819 NAS, Eagle,

Guy Kellet, ex-AB, HMS Onyx. Member

Stormcloud, Rinaldo. Member of Algerines Association. April 9. Rowland Darley, ex-L/Stoker. Ships: Rowena, Mutine. April 12. Sir Raymond Rickett CBE, ex-Sig, HMS Nerissa. Member of Algerines Association. William Lay, ex-Coder, HMS Fly. Member of Algerines Association. March 16. Eric Botterill, ex-L/Stoker, HMS Stormcloud. Member of Algerines

deploying in the next 12 months.

SA1Jack, HMS Neptune ext 6338, will swop for any Plymouth area shore base.

LRO(T) Worsfold, HMS Brilliant, BFPO 237, drafted HMS Gloucester, Sept. (deploying next year). Will consider any Portsmouth ship not deploying.

RO1(G) A. J. Scanlon, HMS Brilliant.

ship not deploying.

RO1(6) A. J. Scanlon, HMS Brilliant,
BFPO 237 (Devonport ext. 555300), drafted
HMS Fearless, Sept. 11. Will swop for any
Plymouth ship deploying or not.

MEM(L) D. Thomas (Scale B), 3 Mess,
HMS Herald, BFPO 296, deploying August.
Will swop for anything, but preferably

LRO(G) S. Hogg, Commcen, Fort Southwick ext 5409, drafted HMS Fearless, August. Will swop for any Portsmouth ship,

Deaths

AB(R) Duncan Stephen Oliver, HMS trepid. April. Mne Mark Clements, Comacchio Group

OM(C) Sam Allison, HMS Collingwood.

Cdr Brian MacCaw DSC, wartime CO of 888 Naval Air Squadron, the only FAA photoreconnaissance squadron to see active service, operating from carriers in East Indies Fleet. Post-war CO of RNR Photographic

Fleet. Post-war CO of RNR Photographic Interpretation Group. April 12, aged 75.

Bernard Campion, ex-MAA, ex-FEPOW, served 27 years. Ships: Malaya, Prince of Wales (survivor), Rooke. April 17, aged 82.

Ken (Dusty) Miller, ex-AB, wounded as member of HMS Amethyst ship's company during Yangtse Incident. Aged 65.

Malcolm (Taff) Richards. Ships: Grafton, Rodney. Normandy veteran Aged 16.

Rodney. Normandy veteran. Aged 91. Tom Wheatcroft DSM. Ships included

HMS Penelope (WWII). Aged 77.
BIII Sweetings, ex-POAF(E), served
1946-54. Ships: Excalibur, Heron, Siskin,
Simbang, Nuthatch, Daedalus. April 12, aged

1953-77 in 893, 820, 819 NAS, Eagle, Ashanti. Aged 53. C. P. B. (Pat) Sewell, sub-lieutenant RNZN retd. Secretary of NZ branch of SOCA. WILL BOWN RESEARCH WILL BE RESEARCH STATE OF THE RESEARCH STAT

March, aged 66.

Vice Admiral Josef de Wilde (Belgian navy), member of Algerines Association. April

of Algerines Association, March 6, Frederick Jones, ex-Stoker, Ships: Stormcloud, Rinaldo, Member of Algerines

Stormcloud. Member of Algerines Association. April 15. Roy Marriott, ex-AB, HMS Persian. Member of Algerines Association. April 23. Denis Clifton, ex-AB HMS Gozo. Member of Algerines Association. April 20. Derek Kent, treasurer HMS Orion Association. March 22.

ROYAL NAVAL ASSOCIATION The deaths are reported of the following

Lt(S) D. J. Sume. Conf.
Orion, Falcon.
Lt Cdr R. Swift. Ships: Belfast, Vanguard,
Royal Charlotte, HMNZS Philomel.
Cdr(L) R. S. Young. Ships: President,
Tamar, Heron, Victory.

Laws Owen Bousfield, HMS Orion Association (N. Zealand), E. D. (Ted) Braillard, ex-AB, served 1940-46. Ships: Argonaut, Delight, Ark Royal. Member of HMS Argonaut Association. April 21

Arthur Emment, served 1939-64 includ

ing Arctic convoys. Ships: Ark Royal (wartime and post-war ships). Member of Pembrokeshire branch of FAA. Jan. 6, aged

T. Tucker. Ships: Glasgow, Jaynor, Challenger. Member of Glasgow Old Boys' Association. April 24, aged 82.

ASSOCIATION OF RN OFFICERS Lt Cdr(E) G. S. Brown. Ships:

ngeance, Highflyer. Lt Cdr(E) H. J. Hard DSC. Ships:

Lt Cdr(E) H. J. Hard DSC. Ships: Spiteful, Montclare, Jupiter.
Lt Cdr A. C. E. Higgins DSC. Ships: Auckland, Devonshire, Belfast, LST 383, Lothian, Highflyer, Resource.
Cdr(S) C. L. Johnstone-Burt OBE. Ships: included Hermes.
SNO K. McCarthy ARRC. Served in Cochrane, INM, RNHs Haslar and Plymouth. Third Officer E. A. McClintlock WRNS. Served in Stalker and Goldcrest.
Cdr(E) E. H. Player DSC. Ships: Cachalot, Montclare, Hornet, Afrikander.
L1(S) D. J. Strike. Ships: Phoenicia, Eagle, Orion, Falcon.

shipmates:
Dorothy (Chris) Hall, nee Christian,
Vancouver Island. Also member of Royal
Canadian Legion and WRNS Association,
Victoria, British Columbia. Served 1917-19.
Direct descendant of Fletcher Christian of
Bounty fame. April 19, aged 95.
George Thomas (Len) Crake, president,
founder member and former treasurer, Bury
St Edmonds. Ships: Berwick, Calpe, Totland,
Tyrian. Member of George Cross Island
Association. March 16, aged 78.
Harry Potterton, treasurer, Dartford for
23 years. Served HMS Redoubt. Aged 72.
John Baldwin, Dartford,
Jean Ebbutt, Dartford, also member of
Association of WRNS.
Bert Rothwell, Poole, ex-PO, served

Association of WRNS.

Bert Rothwell, Poole, ex-PO, served 1939-45 including RNH Haslar. Aged 76.

George Touchard, Huntstanton. April 6,

George Touchard, Huntstanton. April 6, aged 68.

F. Whitehead, Brentwood.
Bob Banfield, treasurer, Chichester.
Ships: Beagle, Middleton, WWII. March 19, aged 73.

Thomas Frederick Bishop, Bishop Stortford. Ex-PO, last ship HMS Fieldfare.
April 12, aged 74.
Les Batchelor, Sidcup. April 1, aged 76.
Gerald Frank Snozwell, Ferndown. Ex-POMM. served 1942-46.

Gerald Frank Snozwell, Ferndown. ExPOMM, served 1942-46.

John Burden, social secretary and
founder member, South Bristol.

Doreen Parker, South Bristol.

Georgie Rae, South Bristol.

Fred Lawrence MID, Thurrock. April 7.

Doris Rutter, Chorley. April 4, aged 75.

Norman Hird BEM, Chatham. ExCPOSA(V), served 22 years. Ships: Royal
Sovereign, Vimiera, Delhi, Superb, Sheffield,
Wildfire, Sparrowhawk, Baldur, Forth. Former
worker for RNBT and member of Normandy
Veterans Association and North Russia Club.
Harry Mayhern, first secretary of Herne
Bay, 1984. Served in minesweepers. March
2, aged 72.

James Henry (Jock) Paton, Falmouth,
served in 1st Destroyer Flottills WWIII.

2, aged 72.
James Henry (Jock) Paton, Falmouth, served in 1st Destroyer Flotilla WWII.
Veteran of Dieppe, N. Africa and Normandy.
Harry Hooper DSM, Stourbridge &
District. Ex-PO, HMS Opportune. Member of

District. Ex-PO, HMS Opporture.

Russian Convoy Club.

Frank Smith, former vice chairman and standard bearer, Stroud. Served WWII, later in Antarctic survey ships and OE2 including Falklands. War. Former SCC instructor.

Falklands War. Former SCC instructor. March 27, aged 76. Capt Joe Fellows, life member Deeside

Served minesweepers, Coastal Forces 1914-18, and minesweepers and Fleet auxiliaries 1939-45. Aged 100. A. Hall, life member Deeside. Ships included HMS Loch Eck.

A. Morris, Deeside.

David Heath, Basingstoke. Treasurer
1975-85. March 31, aged 59.

1975-85. March 31, aged 59.

George Kelly, founder member
Basingstoke. April 23, aged 86.

Kenneth Jeenes, Cape Town. Ex-PO,
served 1937-46. Ships: Diomedem Helford.
April 24, aged 74.

Harry Crittendon, Sidcup. April 18, aged

Swop drafts LWEM(R) Richard St Mart, Systems Whitehall, HMS St Vincent, Spring Gardens, London SW1A, drafted HMS Lancaster, Aug.

334, Ni; POMEMIL)(SM) - 343, Nii LMEML(JSM) - 125, 1; POMEM(M)(SM) 594, Nii; LMEM(M)(SM) - 157, Nii POWEM(R)(SM) - 243, Nii; LWEM(R)(SM) 585, Nii; POSA(SM) - 241, 1; LSA(SM) - 192, Nii; POWTR(SM) - 206, Nii; LWTR(SM) 330, Nii; POCA(SM) - 07, Nii; LCH(SM) 602, Nii; POSTD(SM) - 601, Nii; LSTD(SM) 1161, Nii.

22. Will consider any Plymouth draft. RO1 MacDonald, CFM (Portsmouth) Signals ext 22767, drafted HMS Fearless, Sept. 24. Will swop for any Portsmouth Type 42 Batch II or Type 23 not deploying, or Portsmouth shore base.

LWEM(O) Motton, close-range weapons, HMS Edinburgh, BFPO 277, deploys Aug. Will consider any draft, preferably Devonport.

POSA K. Rumsey, Rosyth ext 63374, drafted RNAS Portland, July 2. Will consider

LWEM(O) Villa, CFM WEW3 Devonport, drafted HMS Cardiff, Nov. Will consider any dratted HMS Carolli, Nov. His Social Plymouth ship.
LRO(T) A. Borlace, RNAS Portland ext 5454/74, drafted HMS Coventry (refitting), Sept. Will consider any swop.

AB(EW) T. Neill, 3Z Mess, HMS Boxer, BFPO 232 (tel. 01752 775421), deploying Nov. Will swop for any shore base or ship not deploying

deploying.

LRO(G) Briggs, HMS Forest Moor ext 4209, drafted RNU, RAF St Mawgam (sea billet), Jan. (DVTS must be held). Will swop for any Portsmouth or Plymouth sea-going ship preferably not deploying.

LWEM(R) Steve Webster (909 radar trained), United Services Ground, Portsmouth Naval Base ext 24150, drafted HMS Forest Moor, June 25. Will swop for Portsmouth area base, preferably radar section.

Will consider any Devonport ship or shore

AB(R) Cox, HMS Cumberland, BFPO 261, drafted HMS Intrepid (shore), July 27. Will swop for any Plymouth ship (CACS) or shore base.

LS(EW) S. Cranfield, 26 Man Mess, HMS Montrose, drafted HMS Beaver, Nov. Will

LRO Joseph, CXO FOST, ext 67765, drafted HMS Chiddingfold, Aug. 20. Will consider any Plymouth ship.

AB(M) Noden, 2 Mess, HMS Herald, BFPO 296, will swop for any Plymouth ship set depleting.

preferably small.

LCH Milner, 3S Mess, HMS Edinburgh, BFPO 277, deploying. Will swop for any Portsmouth ship not deploying.

LMEM(M) M. J. Spencer, HMS Drake CFM ext 67178, drafted HMS Edinburgh, Aug. Will swop for any Devonport ship deploying or not.

It should be noted that the number of B13's issued in the female categories are those advanced from the female shore roster. 1161, Nil. POA(AH) - 1132, 2; LA(AH) - 951, 2; Shetland, Nov. 19. Will swop for Faslane ship, preferably MCMV. PO(R) M. J. Peach, HMS Newcastle (in refit, Rosyth ext 64727), deploying. Will swop for Portsmouth shore base or ship not deploying in the next 12 months.

WAB(R) C. A. Durkin, 3Q Mess, HMS Cumberland, BFPO 261, drafted HMS Bristol (shore billet), Aug. 22. Will swop for any Devonport ship, or shore draft in Yeovilton, Culdrose or Plymouth areas.

Montrose, drafted HMS beaver, Nov. Will consider any Plymouth ship or shore base.

LWEM(R) Cundell, EW Section, (3R Mess), HMS Edinburgh, BFPO 277, will swop for any ship not deploying this year, preferably Devonport based.

preferably Devonport based.

WEM(O) Cocklin, 3HA Mess, HMS
Cornwall, BFPO 256 (deploying), will swop
for any Plymouth area shore base or
Plymouth ship not deploying.

POWEM(R) P. Furlong, Systems
Northwood, ext. 38242/38253 or SR Mess,
HMS Warrior. Will swop for any Plymouth
shore base and will consider any ship refitting
in Plymouth

SA Stewart, HMS Ark Royal (PNB ext 22864), drafted HMS Cardiff (refit, Rosyth), July. Will swop for another Portsmouth ship.

deploying or not.

POMEM(M) Middleton, Portsmouth
Naval Base ext 23291, drafted HMS
Invincible, March 97. Will swop for any
MCMV, OPV or survey ship.
LS(s) Nangle, 3P
Nottingham, BFPO 346, drafted HMS
Liverpool, March 25. Will swop for any shore
base or ship not deploying, anywhere.

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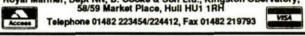


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'. . . here it is the faces that are really important and the tight cropping really works well.'



• Winning team: Navy News staff with Eve Pollard at the BACB Awards at Brighton. L-R Jane Perkins (Accounts), EP, Jim Allaway (Editor), Melanie Gibb (Promotions) and Lesley Williams (Distribution).

They didn't mean the picture of the Navy News team seen here with Eve Pollard at the Communicators in Business Awards 1996 - but the one below by CPO(Phot) Al Campbell that helped us win the Headlines and Pictures Class in a competition that attracted 1,280 entries.

As reported last month, in the Best Colour Picture section judges also gave an Award of Excellence for LA(Phot)
Terry Seward's stunning shot of firefighter Wren Tracy
Hall – "an excellent attention-getter on the front page".
And there was a Certificate of Merit for Picture Editing in

what was described as "a very busy tabloid style newspaper, packed with stories and pictures . . . it is very professionally done and has to cater to a wide variety of tastes covering a wide range of subjects."

On the March 1995 issue the verdict was: "Page 1 is an object lesson in how to do it; one big dramatic picture deminating the page and then the teacers at the ten."

dominating the page and then the teasers at the top.

Said Chairman of the British Association of Communicators in Business Awards Committee Colin Ellis: "Year after year I never cease to be amazed at the ever-higher standards being set by entrants."

Navy News has now won a total of 71 awards in this competition (formerly the Editing for Industry awards) without missing a year since it first entered in 1972 - a unique record.



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Taking the high road

HMS Somerset is seen (below) passing Old Kilpatrick on the outskirts of Dumbarton last month on her way down the Clyde after leaving Yarrow Shipbuilders.

The Type 23 frigate arrived at Devonport to be handed over to the Royal Navy on May 16 and join the Sixth Frigate Squadron.

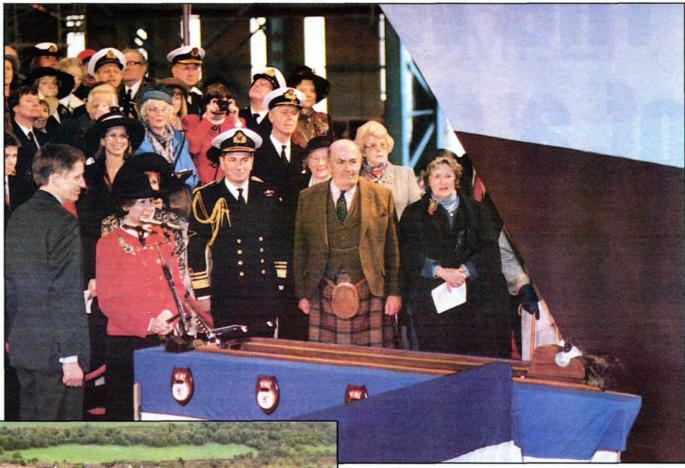
Guests at the ceremony were Lady Elspeth Layard, who launched the ship in June, 1994; the Duke and Duchess of Somerset; and the Chairman of Somerset County Council, Mr Ralph Clarke Ralph Clarke.

HMS Somerset is the fourth ship to bear the name. The last saw service over 200 years ago, when her actions included the taking of Quebec in 1759.

Shortly before leaving Yarrows a team of nine from the ship three officers, four senior and two junior ratings – walked across Scotland in just three days, starting on the east coast at Inverness and following the shores of Loch Ness and the Caledonian canal to Fort William.

Two of them had earlier climbed Ben Nevis - in severe weather conditions - after completing the Great Glen walk.

Picture: LA(Phot) Adrian Hughes



A wee dram to wet the baby's head

HMS SUTHERLAND, the Royal Navy's 13th Type 23 frigate, was launched by Lady Walmsley at Yarrow (Shipbuilders) Ltd on the Clyde – with a bottle of malt whisky as befitted

a proud Scottish name.

As with her elder sister HMS Somerset, it has been over 200 years since the last HMS Sutherland. The previous two both saw action during the Seven Years War (1756-63) and had the unusual distinction of being in service simultaneously.

Representatives from Sutherland District Council were present at the corresponding with members of the ship's affiliated regiment.

at the ceremony – with members of the ship's affiliated regiment, the Highlanders. She now begins a period of fitting out and trials before being accepted into the Navy next year.

• Left to right at the launch are: Mr Murray Easton, managing director of Yarrow (Shipbuilders) Ltd; Lady Walmsley; Vice Admiral Sir Robert Walmsley, Controller of the Navy; Maj Gen David Houston, Lord Lieutenant of Sutherland; and Mrs Houston.

Picture: LA (Phot) Nathan Dua



Bonkers - or what?

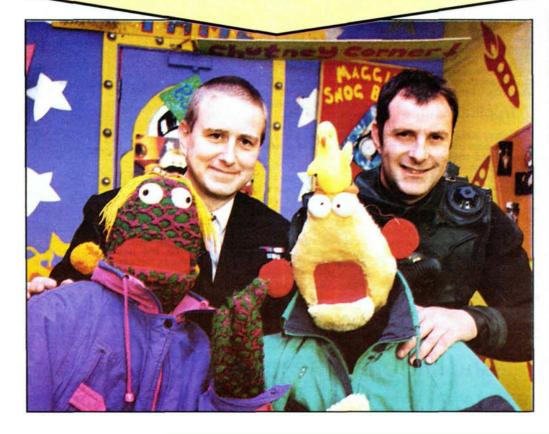
NAVY DIVERShave the most dangerous job – or so say Zig and Zag.

The Channel 4 Big Breakfast characters are pictured with Lt David Foster (left) of the Defence Diving School and LS(D) David Moore in the competition No Strangers to Danger to establish who had the diciest line of business.

Other contenders included the Canary Whard window cleaners and a man who routinely hung

upside down from a helicopter to repair damaged electricity pylons.

The divers were clear winners with 91/2 points out of ten – Zig, realising the fine line between bravery and "blooming bonkers" had the casting vote which earned them their victory.



Pompey's reunion bonanza

PORTSMOUTH has lately hosted a number of high profile reunions which brought thousands of veter-

ans to the city.

Nearly 700 members of the Algerines Association met at the Guildhall – their biggest turnout yet since they formed up in 1986.

The Landing Craft Gun and Flak (1942-45) Association unveiled a memorial plaque to their comrades who died in the service, at the Royal Marines Museum Garden of Remembrance, Maj Gen David Pennefather, Commandant Pennefather, Commandant General RM performing the cere-

Meanwhile members of the HMS London 1947-49 Association met at St Ann's Church to remem-Incident.

A plaque dedicated to Lt M.T.C.Sadler, RNVR, CO of Motor Gun Boat 86 who was killed in acttion on 1 October 1942 was returned to the Coastal Forces Association Veterans Lowestoft. It had for long been displayed at St Ambrose Church,

HMS Dolphin.

The Western Australia branch of the Royal Marines Association is to site a memorial to Royal Marines who died in South East Asia and the Pacific from 1939 to the present day on the north side of Memorial Hill, Fremantle. It will take the form of a 2.5 metre high block of local granite, carved in the shape of the Rock of Gibraltar.



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Navy News - The Paper that lives up to its name!

niform Regulations for officers were first issued in 1748 by Lord Anson to overcome "the inconveniences arising from the want of an establishment of rank and precedence between His Majesty's Sea and Land Officers as well as from the want of a due distinction among the Sea Officers themselves."



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These regulations provided a dress and an undress or working uniform which remained unchanged for nearly 20 years. Both were worn by all officers, includ-

ing midshipmen.
The best uniform comprised a knee length embroidered blue coat with white facings. It was known as a "frock" and worn unbuttoned with

white breeches and stockings. Differences in rank were Differences in rank were shown by the shape and cut of the lapels and cuffs. The working rig was simpler with less embroidery and was thus cheaper to buy.

In 1767 the working rig was adopted as the best uniform and a new undress version was

and a new undress version was introduced that was simpler still, a procedure and time

scale that have often been repeated to the present day. Further regulations in 1783 introduced an elaborate dress uniform for Flag Officers with slashed cuffs and gold sleeve lace to show rank, but this proved so expensive that it was simplified four years later.

At the same time changes were made to captains' uniforms, the tendency being towards simpler, tighter fitting coats.

In 1795 the exigencies of wartime service caused the introduction of a plain blue everyday Facings on the dress uniform were changed from white to

Pantaloons

The Prince Regent's Birthday Regulations of 1812 restored the traditional white facings which continued in use, except for a period between 1830 and 1843 when they were altered to red by order of King William IV. The vestiges of white facings still survive in the collars of admirals' ceremonial day coats and midshipmen's patches.

Regulations appeared in book form for the first time when a circular dated 1825 sanctioned a round jacket worn buttoned up at sea and unbuttoned ashore.

Elaborate lapels disappeared and pantaloons or "trowsers" replaced the white breeches.

The option of wearing white trousers with uniform in the UK was generally discontinued in 1856 although the practice continued in training establish-ments and on overseas stations such as the West Indies and China (where it was known as Wei-Hei-Wei Rig) until 1939.

The later Victorian era was a time of great confidence and improvement. Officers' uni-



forms changed frequently to remain abreast of the fashions worn by gentlemen ashore.

Uniforms were authorised by the Admiralty but not regulat-ed, the important difference being that the outfitter gave the paying customer what he want-ed and since it was a simple matter to make minor, fashionable alterations whilst remaining somewhere near the Admiralty's authorised appear-

Frocks gave way to tail coats, full skirted tail coats gave way to reefer jackets as working uniform, the former garments becoming used for

dress or ceremonial occasions. Whereas we tend to see uniform as a classic design based on tradition, our forebears clearly saw it as needing to reflect the latest civilian fashion and were quite content to pay for frequent changes to

keep it so. Until 1890 the coats of nonexecutive officers were single groups; since that date all have shared the same design of

With ships serving all over the world, there would have been marked differences between officers in different ships depending on how long they had been away from the UK and which outfitter an individual had used.

Tropical whites

"Monkey jackets" - effectively a frock coat with the skirt cut off to make a sea going "battle-dress" blouse - and whites for wear on tropical stations were introduced in 187

In 1891 Ball Dress, Mess Dress and Mess Undress were introduced together with shoulder straps to denote rank on white uniform which remain in service today.

Buttons consisted at first of

white metal, usually with a rose in the centre. In 1774 a foul anchor surrounded by rope edging took the place of the rose and in 1787 the same device with the addition of a wreath of laurel leaves was

adopted for admirals.

The Merchant Navy came to use the foul anchor device and so a crown was added for all naval officers in 1812. The same basic device remains in

use today.

During its brief existence from 1914 to 1918, the RNAS had its own distinctive buttons with eagles instead of foul anchors beneath the crown. On its formation in 1918 the RAF adopted RNAS buttons but dropped the rope edging in

The foul anchor device itself was first recorded in use in the seal of the Lord High Admiral of Scotland in 1402. It was subsequently adopted in the Admiralty seal and by a large number of navies throughout the world.

The rope 'fouling' has no specific twist and may be deemed correct however it fits around the anchor. Whatever variation we see is likely to have had at least one manifestation in the past 500 years.

Wider crown

The cocked hat was formal head dress for officers for over 100 years. Peaked caps were introduced for use with working dress in 1833. The standard blue cloth finish could be covered by a white ribbed marcella cover in summer and on foreign stations to reflect the heat

more effectively.

Over the years the crown has grown wider and covers are put on over a lightweight frame, but the same basic cap remains in use. Blue cloth covers were deleted in 1956, since when white covers have been in general use regardless of temperature or climate.

The original peak was set at an angle of 45 degrees and was only two inches deep. That for junior officers has always been made of patent leather. Captains and commanders have theirs covered in blue cloth, bound with patent leather with a row of oak leaves at the front edge. Flag officers have two rows

Prior to 1918, officers of the

ent peaks with embroidered gold instead of the oak leaves.

Cap badges were introduced in 1833 with the new caps. They differed little from those in service today except that those for the executive branch had silver foul anchors whereas those for the civil branches were in gold. Reservists had RNR or RNAV

Royal Naval Volunteers) embroidered beneath the crown. Cap badges were standardised on those formerly only worn by the executive branch in 1914 when the need to purchase large numbers of uniform items to support wartime expansion made standardisation impera-

'Ice cream'

Pith helmets and sou'westers were uniform items until 1939. Neither was resurrected after World War II.

The white tropical uniform. first introduced in 1877, comprised a tunic and white trousers.

The former, familiarly known as the "ice cream" jacket, was based on the design of a blue working dress jacket in service at the time but subsequently displaced by the 1891 Review.

A new tropical rig was introduced in 1938 comprising a white shirt and shorts. Rank was displayed by the same shoulder boards as on the

Universal

Since then the practice has shirt with blue trousers and a cummerbund as "Red Sea Rig" in messes rather than the full mess undress with a white jacket.

As the name implies, this was in hot climates at first but the practice is now universal. Since the 1980s it has become normal to wear the tropical shirt with blue trousers in summer in the UK; for this reason, the shirt has been renamed the "summer shirt".

Part 2 of Cdr David Hobbs' history of RN uniform Part 3 next month Rare breed keep watch on health and safety

THE DRA Drainsniffing at the basic level . CPOMT(HI) Tim Sullivan and pest control man Bill Norman play up to the camera at

NE OF THE smallest and most highly qualified group of specialists in the Royal Navy has a collective nose for trouble. Its members are widely known in the Navy by the unflattering title of "Drainsniffers", and while they accept that sobriquet with a perverse pride and a wry smile, they know their task is in deadly earnest.

They are the Naval Health Inspectors, charged with safeguarding the health, safety and environmental welfare of the Service's personnel. There are just seven of them (to be cut to six from June) – two officers based in Bath and five senior rates who make up the entire complement of the Medical Technician (Health Inspector) sub-group.

Each is qualified as an environmental health officer through having completed four years at university to gain a BSc Honours degree in their subject. Three of the ratings are CPOs. There is one CCPO, and the fifth – Paul Bradbury – is a recently promoted PO who gained his degree as a leading hand.

Working from offices as far apart as the Clyde, Plymouth, Portsmouth and Gibraltar, the inspectors may at times employ their highly trained noses to deal with problems in drains and sewers, but are more often called upon to use their highly trained brains to advise on a wide range of food hygiene and health and safety matters in ships, submarines and shore establishments at home and abroad.

Laws

The plethora of health and safe-ty laws with which the Ministry of Defence must comply means that the NHIs are kept busy on such tasks as water sampling - to ensure that supplies to ships and establishments are fit to drink - noise monitoring in engine rooms, investigation and control of outbreaks of infectious diseases and food poisoning, and pest control.

They also support 3 Commando Brigade, one of them deploying with the unit's Medical Squadron to provide disaster relief in Montserrat when the Caribbean island's volcano was threatening to

The "Drainsniffers" also do their bit for the Army, recently supporting an exercise in Kenya by the Argyll and Sutherland Highlanders. Their role there was linked to a training course in field hygiene being developed at the Army School of Health at Aldershot.

For all these reasons, the MT's 'Few" are confident that theirs is a job not to be sniffed at ...



Noise check in the engine room of the Royal Yacht, by CCPO Mike Lawton, who is now undergoing officer training at Dartmouth. Below, CPO Sullivan tests a microwave oven for leakage.





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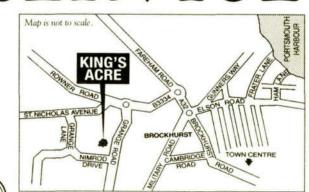
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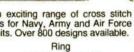
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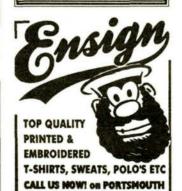
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w start for athletics season

A SUNNY afternoon at the traditional athletics season opener at Woodford Green failed to bring out the Navy's athletes, a small squad taking on teams from the RAF, Oxford University and Woodford Green, writes Lt Cdr Bob Chapman.

CH John Potts (Northwood) took third place in the 1500m, though he was disappointed with his time of 4 min 9.3sec – and it shouldn't be long before he rewrites his personal best times over 800m and 1,500m.

AB Topsy Turner (Torbay) is another athlete looking for a good season, and has his sights set on the Navy No.1 spot at 100m. He will have his work cut out to dislodge CPOWEA Rupert Williams (Neptune), but clocked 11.2sec for third in the A string to Williams's 11.6 to win the B string.

Newcomers Mne Dave Bonsall (HQRM) and Mid Richard Law (Northumbria URNU), found the going tough in the 400m, though Bonsall lowered his personal best to 56sec and looks set to make further improvements

In the 3,000m, LCH Tony Roper (HQ Cdo Avn) and Lt Cdr Dai Roberts (MOD Portsdown) had their own race within a race, finishing sixth and eighth respectively in 8min 57.2sec and 9min 2.5sec.

In the field events Lt Jamie Summers (RM Poole) threw 42.84m for fourth place in the hammer event, and AEA Mo Bradshaw took second in the high jump and third in the triple jump.

On May 4, the Navy made a traditionally slow start to the season at the first Southern League match at Kingston. The team was beaten into fourth place to take two points, with only the one-man team of Cornwall behind them.

However, there were promising signs: Darren Bagley took fourth in the 400m A string in 55.6sec, and Dave Bonsall took two seconds off his personal best in second place in the B string in 54.8.

Eddy Over and Glyn Mortley scored well in the shot and discus events, as did Jamie Summers and Jimmy Green who took second places in the hammer event, Green following this up with a javelin win.

Sportswomen of the year

from Sultan

FOR THE first time two Royal Navy Sportswoman of the Year trophies have gone to Wrens serving in the same establishment.

CPOWPT Julie Frowen and LWAEA Kate Newcombe of HMS Sultan have won the Sportswoman of the Year and Young Sportswoman of the Year trophies respectively.

Julie has been a member of the Navy's women's volleyball squad for 12 years, and since its amalgamation with Portsmouth College team in 1994 has captained it to win this year's National League Division Three title. She has also represented the Combined Services at volleyball and is the team manager.

All-rounder

Kate (22), who achieved much of her success while at HMS Daedalus, has supported female sporting fixtures regularly since being selected for inter-establishment events at netball, athletics and volleyball.

She has represented Naval Air Command at hockey and was selected for the Navy team in the inter-Service indoor hockey championships



Julie Frowen (right) and Kate Newcombe . . . the year's top sportswomen, both from HMS Sultan.

THE LOSS of key players due to duty requirements had a major impact on the Navy team in the Inter-Service Basketball Championship held at the Army PT School, Aldershot.

The RN's best showing came in the Under-23 competition in which the Senior Service were victors in a fast and furious encounter with the RAF, Officer Cadet Floyd Gittens (BRNC), a Guyanan, scoring 23 pts to take the Navy to a 64-59 win.

The Army beat the RAF 61-58, and again Gittens dictated the play in the opening half of the decider.

However, he was also playing for the senior squad and the effects began to show, the Army leading 26-24 by the break. In the second half the soldiers capitalised on their lead to win 68-49.

Both the women's team and seniors came third in their competitions - with the seniors missing their three best players, CPOMEA Richard Cutler and Lt Andy Ewen (Illustrious), and CPOWEA Daisy May (Drake). And the fact that the other two Services had been playing regularly in the National League was a major factor.

Results:

Women - 1, RAF; 2, Army; 3, RN (RN v RAF 25-72, RN v Army 24-52, Army v RAF 54-61).

Under 23s - 1, Army; 2, RN; 3, RAF (RN v RAF 64-59, RN v Army 49-68, Army v RAF 61-58).

Seniors – 1, RAF; 2, Army; 3, RN (RN v RAF 39-64, RN v Army 60-113, Army v RAF 76-78).

Table tennis title goes to recount

A NECK-AND-NECK finish by Portsmouth and Plymouth at the Inter-Command Table Tennis Championships was resolved after a count of matches won went in Guzz's favour.

The two sides both ended on equal points after drawing their match 5-5. But it was Portsmouth that had to be content with second place, third being shared by Naval Air Command and Scotland and Northern Ireland.

The top four seeds reached the RN Open Singles Championships, POAEA Steve Jackson proving too strong in the final for AB John Taylor who had defeated last year's champion, POWEM(R) Steve Reilly, in the semis. Jackson's opponent in the semi finals was LWEA Chris Tose, who was narrowly defeated.

Little redemption for touring golfers, even at Hell's Point!

THE ROYAL Navy golf team found their USN opponents too strong in the second biennial playing of the Ryder Cup-style event during a highly successful tour in the Norfolk, Virginia area, writes Cdr Gary

ers spent ten days in April playing Service and civilian opposition on a wide variety of excellent courses. The Brits acquitted themselves well, particularly as Service commitments had denied the selectors the use of six first-choice players.

The tour marked the debut of Lt Peter Smith (DRA Malvern), who showed considerable

The Navy won their first match against the Tidewater NATO Golf Society, the secretary of which - CPO(EW) Alistair Gilchrist - was instrumental in much of the arrangements for

The second bout against a top team from the Hell's Point Club - including an ex-touring pro
- was narrowly lost, despite valuable points
towards the total from the pairing of CPO
Eddie Comerford (Caledonia) and Lt Steve
Roberts (RNAS Yeovilton), Art App Terry Taylor (Sultan) and WEM Alistair Westbury (St Vincent), Lt Cdr Alistair Adams and CPO Taff James (RNAS Portland).

There followed a match against the US Marine Corps at Camp Lejeune, North Carolina, which was lost by only three shots with notable performances from Taylor, Westbury, Smith and WOPT Tom Johnson (CINCFLEET).

Then there was a 7-11 defeat for the Navy against members of the Honey Bee Club, whose hospitality and generosity was typical of all the hosts on the tour. Pick of the Navy's players were Johnson, Westbury, Adams and Sgt Mark Whitehouse (42 Cdo).

Still hope

In the two-day main event, the first day was played without the Navy achieving a point by lunchtime. There was some redemption in the afternoon with wins from Lt Cdr Pat Lynch (FONA) paired with James, and from Smith and Westbury.

With 10 points to play for the second day, there was still hope. But the home team was too strong and the RN could only manage 1.5 pts from the singles. Lynch recorded the best win of all the matches with a 4-3 victory, and Westbury capped a successful personal tour performance

All the remaining matches were very close affairs, with four being decided on the last green. Special note should be made of Cpl Nigel Small (Comacchio Group RM), who with a sprained ankle fought his way from five down against the US Navy champion to lose by only 2/1. And there was Taylor who was four down with five to play and took his plus-1 handicap opponent to the 18th green where his putt to halve the match lipped out.

• This year's RN Regulating Branch Golf Championship will be held at Southwick Park, near Portsmouth on June 20.

The 36-hole tournament for the Jack Blair Trophy is open to serving and retired members of the branch and by individual invitation to serving members of the local police force.

The field is restricted to 40 and the closing date for entries is June 10.

Enquiries should be addressed to WOMAA J. H. Parker, Regulating Staff Officer, HMS Dryad (tel. 01705 284345).

In the doubles, Reilly and Lt Tim Currass took the title 21-17, 21-11 against CPOSTD Paul Lambert and LWEM Barry Jones who had defeated Jackson and Tose in a closely fought semi-final.
Reilly continued his suc-

cess by winning the veterans singles event. LCH Taff McCarthy won the plate sin-gles and Lambert the handicap singles.

Two four-man teams and a women's team were selected to represent the Royal Navy at the Combined Service championships. The RAF

dominance in the men's event, their A team emerging overall winners. There was a good showing by POW Addelle McMillan and POWPT Jeanie Bone who were narrowly defeated by the Army team in the women's finals. CPOWEA Taff Rema and LWEM Barry Jones got as far as the men's quarter finals, and the men's singles plate final was an all-RN event, Reilly defeating Lambert 21-19, 21-15.

 Anyone wishing to represent either establishment, Command or full Service teams should contact Lt Tim Currass on 01242 221491, ext

Anyone for tennis?

THE OUTDOOR tennis season began at the end of May, and will culminate at the RN championships at Burnaby Road, Ports-mouth, on July 13-16 and the Inter-Service event at Wimbledon on August 5-6.

For details men should contact Cdr Rob Bosshardt (PNB ext 263228), women Lt Cdr Carolyn Crump (MOD MB ext 82775) and veterans Cdr Joe Collicutt (PNB ext 4451).

US hockey team tour

HARD-FOUGHT matches against Nottingham sides brought mixed results for United Services Hockey Club (Portsmouth) during a weekend tour.

Planned as a four-match tour, the fixtures reduced to two through the unavailability of opposition players. The US side achieved a resounding, 6-0 win over Notts Gregory Club, but lost 3-1 to the John Player Club – which did not reflect the balance of the game.

• There will be summer tournaments before the season proper starts in September. Players of all standards are sought. Contact CPOCA Stu Nash at HMS Collingwood, ext 2555.

Glider pilot sets record

A NEW glider has set this year's RN height record of 24,100ft. The record was achieved in an Astir CS airorganiser Lt craft flown by Gliding Course Richard Sultan) flying at Arboyn, Scotland.

The future of the club has to be decided since their base at HMS Daedalus closed. At the Easter course there, 270 flights were made and seven pilots gained their solo wings.

Inter-part victory

FOSF have triumphed over 19 other teams to win the spring term HMS Nelson Inter-part Commodore's Cup.

The FOSF team won the Volleyball competition and gained 37 pts - seven ahead of nearest rivals, the Captain's Registry. The Executive came third with 28 pts, and TEs 'A' fourth with 20.

Event results: deck hockey - 1, RM Band, 2, FPU; volleyball - 1, FOSF, 2, Intrepid; five-a-side - 1, FDU; 2 - Executive; hot-cross bun relay - 1, Boxers, 2, Captain's Registry; It's a Knockout five-aside - 1, Exeter, 2, TEs.

Rugby draw winners

RESULTS of the Tri-Service Draw Rugby Twickenham on April 17 are:

First (seven-day trip in USA) – Battery Sgt Maj, 7 RHA, Lille Barracks, Aldershot.

Second (travel to and around France for a week) - Christopher Morgan, 847 NAS,

Third (weekend break) - Mrs Lawrence (RAF), Peterborough.

Proceeds of the draw raised £6,000 for the RNFU.





Shoot-out settles an old score

WITH THEIR victory in the South West Counties Championship Cup Final, the Navy have for the first time scored a soccer double by winning that cup as well as the Inter-Services title, writes Lt Cdr Jim Danks.

The RN faced the Army for the third time in eight years in the South West Counties final at Portsmouth on April 27 – and it proved third time lucky, as the Navy won 5-3 on penalties after the score remained deadlocked on 1-1 after extra time.

The Army were in positive mood as they sought to salvage their pride after conceding the Inter-Service title in March. They got the start they wanted when L/Cpl John Wills dispossessed Mne Sean Foster (CTCRM) on the half-way line, and ran into the Navy penalty area before his shot beat MEM Andy Meeds and went in off the far post.

The Army continued to exert pressure, but a stout defence and wayward Army shooting failed to improve the lead up to half time.

Starting brightly in the second half, the Navy went close with a header by OM Alan Holland (Trafalgar) in the 50th minute, and 15 minutes after that the Navy pressure paid off with the equalis-er. LAEM Craig Robinson (Osprey) delivered a long throw which was flicked on by POPT Steve Riley for Foster to head home at the far post.

This set piece was similar to that used in the Inter-Service final when Foster was also on target.

The Navy now pressed for the winner, and QMSI Nigel Wiscombe was at his best to keep his side on level terms, with the woodwork coming to the rescue.

Extra time

Thirty minutes of extra time followed the final whistle, the Navy's best chance of clinching the game falling to Sgt Russ Wilson whose shot narrowly went wide. OM Stephen O'Neil (Neptune) shot over the bar in the 105th minute, and with just five minutes left CPOWEA Steve Johnson (Sheffield) headed another in the

With two minutes remaining the Navy made a tactical substitution when MEM Jason White (Richmond) replaced Meeds in

In the following penalty shoot-out the Navy's winning goals were scored by their skipper, POPT Steve Riley (DNPTS), CPO S. Johnson, Sgt Wilson, POPT E. Barrett and OM O'Neil.

The Navy's victory was achieved with five regular players unavailable, and once again highlighted the team spirit engendered by coach WOPT Tommy Johnson.

The cup was presented by competition president Ron Reeve and the match was sponsored by

Arresting disp

NAVY boxers' hopes of beating a side drawn from the RUC and Irish Garda were arrested in a fixture producing a sixmatch victory for the police side at Portsmouth.

But the standard of boxing was high with Daz Junior of HMS Birmingham putting in a spirited performance against a more experienced RUC opponent.

John Turner of 42 Cdo – the Navy's ABA featherweight semifinalist – did well against Ireland's lightweight finalist Owen

Montague, but had to give away too much in weight, height and reach. A referee's warning to Turner for ducking too low in the final round clinched the points decision.

Chris (Sweeney) Todd of HMS Birmingham, with only one week's training with the RN squad, put in a personal best against Titchfield's aggressive Frank Cooper (filling in for the police team) but just failed to get the decision. There was some consolation for Todd in winning the award for the best RN boxer.

The Navy's hopes of seeing Steve Whyte of HQRM take the final bout were dashed when in the final minute of the first round a right hand sent him creabing to the capacity unable to rise again.

right hand sent him crashing to the canvas, unable to rise again for several minutes.



Great start for Neptune

HMS NEPTUNE defeated RAF Coltishall 3-2 in the opening match of this year's Naafi Jubilee Cup at Milburn Park.

In the 35th minute Cpl Phil Thompson headed Coltishall into the lead from a free kick and by half time the score stood, despite the RAF goalkeeper having to retire five minutes before the

In an action packed 15 minutes Neptune scored three, with CPO David Howard twice making good saves. CPO Ian Haley converted a penalty to level the score, and seven minutes later put Neptune ahead with a header from a free

Mercer increased Neptune's lead to 3-1 by heading home from close range but the team paid the penalty for relaxing when Critch HMS CORNWALL stormed to a 26pts victory in their Fleet Midi Ships Rugby Cup Final against HMS Lancaster at Portsmouth, writes Lt Cdr Mark

Before a large crowd at Eastney the Black and Golds overwhelmed the gutsy Lancastrians to crown a tremendous season with a final score line of 38-8. As a bonus they also won the Referee Society's 31 Cup, awarded to the team which displays the finest sporting traditions throughout the season. It is the first time it has been won by a ship.

Cornwall are well used to playing away, having been drawn at home only once in the contest. For the semi-final they drew HMS Vigilant, which required the ship to land the squad at the Kyle of Lochalsh to face a five-hour journey to

In the final, the game started well for Lancaster with an early penalty goal. However, sustained forward pressure reaped tries by locks Watkins and McCallion to put Cornwall 10-3 up.

Lancaster stormed into the second half to be rewarded with another try, but the immense strength of the Cornish pack resulted in penalties by Prosser Lofthouse (2) and Manners, Lofthouse converting his second.

Prizes were presented by the Deputy Flag Officer Surface Flotilla, Commodore John Cartwright.

Exhilarating end to two-boat dinghy racing championship

WITH nine race wins to their credit, the Army Sailing Association captured the Illingworth Cup, top award in the Royal Navy's annual two-boat dinghy team racing competition, writes Lt Cdr Andy Eastaugh.



Power and concentration, the hallmarks of two-boat team racing

In all, ten teams took part in the event in Portsmouth harbour during the weekend of April 20-21. They included top-class entries from Ringwood Spinnaker Sailing Club and Royal Lymington Yacht Club – who with eight wins lost a last-minute decider to the Army to gain the Illingworth Plate as runners-up.

The first day's programme was shortened by a combination of light winds and spring tides and only three of the day's scheduled six league races were completed.

Despite the frustrating sailing co

teams from the RN Sailing Centre, Army and Royal Lymington club on three wins each at the end of the day, with the RN and Spinnaker teams close behind with two.

The next day perfect conditions prevailed for team racing and the race committee completed the programme by setting short but challenging courses. Four races were completed before lunch, and the Army and Royal Lymington remained unbeaten, two wins ahead of Spinnaker, with the RN and Sailing Centre beginning to lose touch.

Blanket finish

The penultimate race again saw wins for the leaders and, fittingly, the last race was between the two main protagonists. In an exhilarating blanket finish, the Army crossed the line first and second, just ahead of the Royal Lymington boats to win the trophy on the very last gun.

Results: 1, Army SA (9); 2, Royal Lymington YC (8); 3, Spinnaker SC (7); 4, Lee-on-Solent SC & RNSCP (5 each); others – RNSA (4), RAF & RM (3), Hill Head SC (1), Stokes Bay SC (0).



Spinnaker Sailing Club narrowly lead the RN Sailing Centre

TICKET sales for rare Beat Retreat performances by 300 Royal Marines in London have been so buoyant that the organisers now expect the event

to raise £100,000 for Naval charities.

The three evening performances on June 11-13 are being held in honour of the 75th birthday of the Duke of Edinburgh, the Corps' Captain General. The ceremony will take place on Horse Guards Parade, culminating on the country of the place June 13 with the salute being taken by Prince Philip in the presence of the Queen.
"This is the biggest gathering of Royal Marines musi-

ny in London," said Lt Col Anthony Smith, the chief organiser. "It is unlikely that we will see another such event this millenium

A total of 20,000 tickets are on sale for seats for the three, 75-minute performances in which musicians from the five Royal Marines bands will combine under the baton of the Director of the Royal Marines School of music, Lt Col Richard Waterer.

Each performance begins at 6.15pm, with ticket holders being encouraged to be in their seats by 6.00. Ticket prices range from £5-£10 and may be obtained through the Beating Retreat Office at Portsmouth (tel. 01705 547205) or via credit card sales (tel. 0171 344 4444).



Carrier collects Bosnia awards

THE QUEEN's Commendation for Valuable Service has been awarded to two officers in recognition of HMS Invincible's peacekeeping operations in the Adriatic.

They go to the carrier's com-

manding officer Capt Ian Forbes and to Lt Cdr Ian Seabrook, RN Air Warfare Instructor 800 Sqn

CO of 800 Sqn Lt Cdr Jerry Milward receives the MBE.

month deployment, with her three squadrons, 800 Sqn, 849 A Flight Airborne Early Warning Sqn and 814 Anti-Submarine Warfare Sqn embarked, she remained at sea for

three quarters of the time, flying

round the clock in support of NATO Operation Deny Flight.

She sailed early from Palma to enable her FA2 Sea Harriers to operate as part of Operation Deliberate Force, the NATO bombing campaign of Serbian military targets around Sarajevo.

Montrose sails

HMS MONTROSE has left

Devonport on her first operational deployment as Falkland Isands

A HUGE "submarine" with frogmen and

torpedoes provides an ambitious grand

finale to this year's Royal Tournament at

The Navy takes the lead for the 22 shows from July 9-20, for which the theme is Rule Britannia. Besides the usual field gun runs,

Britannia. Besides the usual field gun runs, there will be a cliff assault display by Royal Marines Commandos, a show by the RN window ladder team, and a spectacular programme of music by 200 Royal Marines musicians and 80 hornpipe dancers.

Other features include the Royal Signals Motorcycle Display Team, a musical drive by the King's Troop Royal Horse Artillery, and an RAF four-wheel drive obstacle course.

Guest performers include over 300 Irish

Guest performers include over 300 Irish pipers, drummers and dancers, and from Hong Kong the Lion Dancers, Dragon Dancers on motorcycles and the HK Police Band, Pipes

The spectacular thrills and pageantry of the Royal fournament are yours to experience free with three friends or nembers of your family, if you are among the winners of this competition being run by Navy News.

The tournament organisers have provided three sets of our tickets (each set worth £46) as prizes for three competi-

and Drums.

During Invincible's recent six

Marine dies after assault

POLICE in Leeds are investigating the mystery death of a Royal Marine who was assaulted after he left a bar in the city.

Mne Mark Clements (23), of Comacchio Group RM, died on May 6 of head injuries he received in an incident 36 hours before. His death is being treated as suspi-cious, though so far investigations are not being classed as a murder inquiry.

A spokesman for Leeds police told *Navy News* that after the assault Mark was filmed on security video being carried by two other men who may have been trying to help him. "They seemed to lose their grip and dropped Mark. At present it is not clear whether he sustained his injuries as a result of the assault or of his fall."

Battering for Britannia

HMY BRITANNIA entered dry dock for repairs after being battered by mountainous seas on her way back from deployment to the USA and Canada.

Portsmouth on May 8 missing a 16ft section of bulwark from the starboard bow and with a 3ft scrape mark on her port bow. The damage, which is regarded as minor, was caused when she was hit by two 40-50ft high waves in quick succession. No one was injured.





Bernard the 'Bard of Plymouth' dies at 82

Divers may have found Pheasant

ARMY DIVERS think they may have located the wreck of a Royal Navy destroyer which vanished almost without trace during the First World War.

The seven-man expedition from the Adjutant General's Corps believe the uncharted wreck they have found 78m deep off the Orkneys is HMS Pheasant, lost with all hands in 1917 while guarding the approaches to Scapa Flow.

At the time a trawler was sent out to investigate the ship's disappearance, but found only an oil slick and one body – that of a midshipman. To this day there is no firm evidence as to how the ship met her fate.

Diving in poor conditions, the Army team were not able definitely to identify the vessel they found, but their sighting of deck torpedo tubes on the wreck pointed to her being Pheasant.

☐ The Crimean War

☐ The Boer War

Name. Address. THE MAN whose witty, maritime verses earned him the title "The Bard of Plymouth" has died aged 82.

Bernard Campion, whose views in the form of saline poems often brightened the letters columns of Navy News, ended his long and distinguished Naval career in 1956 as an MAA.

Seriously injured during the sinking of HMS Prince of Wales, he was taken to hospital in Singapore where he was captured by invading Japanese troops – an experience he recounted for *Navy News* readers in our VJ Day sup-

Morale booster

His sense of humour was undiminished by the ordeals of Changi Jail and the Burma Railway, and during his captivity he helped to bolster the morale of his fellow prisoners of war by organising camp concerts.

He was dubbed The Bard of Plymouth by broadcaster Freddie Grisewood, amused by his irre-pressible contributions to the Radio programme Any Answers.

Mr Campion leaves a widow

Navy News MONTHLY QUIZ

ENTRY FORM



Brazen's

last bow

HMS BRAZEN returned to

Devonport for the last time before decommissioningfor sale to the Brazilian navy.

The Type 22 frigate will be

handed over to her new owners at the end of August

after 14 years in Royal Navy service. Her sister ship HMS Broadsword was sold to

Brazil last year, and a third of the class – HMS Brilliant – will join her soon.

Brazen, which returned flying her paying off pennant, had spent seven

months as part of NATO's Standing Naval Force Mediterranean engaged on Operation Sharp Guard. During her enforcement of the UN arms embargo on the

former Yugoslavia she rescued 30 Albanian boat people from drowning in the Adriatic, and made 104 enforcement boardings – claimed as a record for any

ship of any nation on a single deployment.

Brazen's strong-arm

Field Gun at

Collingwood THIS YEAR'S Brickwoods Trophy Field Gun Competition takes place at HMS Collingwood

Tickets cost £2 (£5 for a family ticket and £1 for pensioners), proceeds going to charity.

Funnel fire

FIRE damaged HMS Hurworth's funnel while she was on fishery protection duties off the Isle of Wight last month. No-one was injured and the minehunter returned to Portsmouth under her own power.

An investigation is under way

tactics - page 10.

on June 15 at 1200.

CASH PRIZES TO

A specially devised Navy News Monthly Quiz is featured in the 1996 Navy News Calendar. Readers of Navy News and users of the 1996 'Power of the Sea' Calendar are invited to take part in the Quiz with the winners receiving prizes donated by Navy

Each monthly leaf of the 1996 Calendar poses a question, the answer to which is revealed by possessing a knowledge of naval matters or careful reading of the Navy News 1996 Calendar. Test yourself and pay careful attention to each calendar leaf! The questions will be reprinted in Navy News for the appropriate month (June question shown here)

Each monthly issue of Navy News throughout 1996 will contain an entry form for that month's question.

DO NOT SEND YOUR ENTRY IN YET!

When all twelve original entry forms have been completed, contestants should submit them together in one envelope to arrive at the offices of Navy News not later than 31 March 1997

Entries with all twelve correct answers will be entered in a prize draw conducted at Navy News offices in April 1997. Winners will be announced in the May 1997 issue of Navy News. The first name drawn will receive a prize of £300. There will be a

prize of £100 for the second name drawn and eight further consolation prizes of £25.

Question HMS Owen evacuated

June '96 So just for fun, test your knowledge of naval matters and win yourself a prize

Write your answer here

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Tick one of the above boxes and send this coupon with your name, address and telephone number to: Royal Tournament Competition, Navy News, HMS Nelson, Portsmouth PO1 3HH.

Coupons giving the correct answer will go into a prize draw to establish the three winners, each of whom will receive a set of four tickets. Closing date for the draw is June 27, and the winners will be informed on June 28, or as soon as possible after that date, and their names announced in our August edition.

edition.

More than one entry can be submitted but photocopied coupons cannot be accepted. Do not include anything else in your envelope. No correspondence can be entered into and no entry returned.

The competition is not open to Navy News employees or their families.